Huntington Beach Senior Center

Final Environmental Impact Report

Volume II: Text Changes and Response to Comments on the Draft EIR

EIR No. 07-02
SCH No: 2007041027

December 2007

Prepared for:
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SENIOR CENTER

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CHAPTER 8 Introduction to Final EIR

8.1 CEQA REQUIREMENTS

Before approving a project, the California Environmental Quality Act (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

> The Final EIR shall consist of
> (a) The Draft EIR or a revision of the Draft
> (b) Comments and recommendations received on the Draft EIR either verbatim or in summary
> (c) A list of persons, organizations, and public agencies commenting on the Draft EIR
> (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process
> (e) Any other information added by the Lead Agency

The Lead Agency (the City of Huntington Beach) must also provide each public agency that commented on the Draft EIR with a copy of the City's response to those comments at least ten days before certifying the Final EIR. In addition, the City may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

8.2 PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Huntington Beach Senior Center project was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on September 17, 2007 and concluded on October 31, 2007. A public information meeting was held on October 11, 2007 to receive comments on the adequacy of the Draft EIR, in which 28 verbal comments were received. In addition, 12 written letters were received during the review period.

8.3 CONTENTS AND ORGANIZATION OF THE FINAL EIR

This Final EIR is composed of three volumes. They are as follows:

Volume I **Draft EIR and Technical Appendices**—This volume describes the existing environmental conditions on the project site and in the vicinity of the project site, and analyzes potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts. Text revisions to the Draft EIR

resulting from corrections of minor errors are identified in Volume II, as described below. Volume I also contains Technical Appendices 1 through 11. No text changes were made to the Technical Appendices in preparation of the Final EIR.

Volume II **Final EIR (Text Changes and Responses to Comments)**—This volume contains an explanation of the format and content of the Final EIR; all text changes to the Draft EIR; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by the City of Huntington Beach on the proposed project; and the Lead Agency's responses to these comments. The Draft EIR is incorporated by reference into the Final EIR.

8.4 USE OF THE FINAL EIR

Pursuant to Sections 15088(a) and 15088(b) of the CEQA Guidelines, the lead agency must evaluate comments on environmental issues received from persons who reviewed the Draft EIR and must prepare written responses. The Final EIR allows the public and the City of Huntington Beach an opportunity to review the response to comments, revisions to the Draft EIR, and other components of the EIR, such as the Mitigation Monitoring Program (MMP), prior to the City's decision on the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project
- That the Final EIR reflects the Lead Agency's independent judgment and analysis

Pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt "Findings of Fact." For each significant impact, the lead agency must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the

findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring Program.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. Although the project would not result in significant project-specific impacts, implementation of the proposed project could result in significant cumulative impacts. Therefore, the City of Huntington Beach would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

The certifications, Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. The Final EIR will be considered, and, in conjunction with making Findings, the City of Huntington Beach may decide whether or how to approve the proposed project.

CHAPTER 9 Summary of Additional Air Quality and Traffic Analyses

Since circulation of the Draft EIR, additional air quality and traffic analyses were performed for the project. No new significant impacts were found for either issue area, and this section summarizes the additional findings.

9.1 AIR QUALITY ANALYSIS

The City of Huntington Beach requested that PBS&J perform dispersion modeling for Localized Significance Thresholds (LSTs) for construction emissions. Although the additional air quality analysis does not substantively affect any conclusions of the Draft EIR, the revisions are summarized below.

In the Draft EIR, PBS&J originally relied upon SCAQMD's mass-rate lookup tables for an LST screening-level analysis because the project site is approximately five acres in size, and a detailed ISCST3 dispersion modeling analysis is only recommended for project sites larger than five acres. However, because the access driveway leading to the project site is proposed to be constructed with the new senior center, the ISCST3 dispersion modeling analysis is appropriate to include in the Final EIR in order to identify any potentially significant impacts that may not have been included in the Draft EIR.

The LST dispersion model is directly dependent on the output of the mass daily construction emissions for the project. Further, subsequent to the mass daily emissions that were calculated for the project utilizing URBEMIS 2007 (version 9.2.0), a new version of URBEMIS 2007 (version 9.2.2) was released in order to update the emissions factors and correct known errors that were present in the previous version. Thus, because the ISCST3 dispersion modeling is dependent upon the mass daily emissions factors, PBS&J also re-ran the daily construction emissions factors to ensure that data from the latest version of URBEMIS (version 9.2.2) would be input into the dispersion model. The revised maximum daily emissions varied slightly from those included in Table 4.2-4 in the Draft EIR; however, the overall conclusions remained the same because none of the emissions exceeded SCAQMD thresholds using either version of URBEMIS.

The revised maximum daily construction emissions data were then input into the ISCST3 dispersion model. With the inclusion of the revised data, including the project access driveway, the ISCST3 dispersion model confirmed that the emissions resulting from construction activities would still not exceed SCAQMD Localized Significance Thresholds. The revised data for both maximum daily construction emissions (URBEMIS 2007 version 9.2.2) and LSTs (Tables 4.2-4 and 4.2-9 in the Draft EIR, respectively) have been updated and are included as text changes within the Final EIR. Additionally, the revised air quality construction emissions data is also included as Revised Appendix 3. Air quality impacts associated with emissions from peak construction activities (Impacts 4.2-2 and 4.2-5) would

remain less than significant. The identified updates to the air quality analysis do not result in any modifications to the original impact statements or levels of significance to the Draft EIR.

9.2 TRAFFIC ANALYSIS

Subsequent to the Planning Commission Study Session that was held on November 27, 2007, Urban Crossroads (EIR Traffic Consultant) and City staff have worked diligently to determine whether any other solution exists in place of the suggested parking removal along Goldenwest Street, between Ford Drive and Betty Drive, as stated in Mitigation Measure MM 4.12-2 of the Draft EIR. As discussed in the Draft EIR, MM 4.12-2 was required to reduce the potentially significant project impact during the AM peak hour at the intersection of Goldenwest Street and Slater Avenue. Based upon discussions with City staff, trip generation in the Draft EIR was found to warrant further evaluation.

9.2.1 Trip Generation Estimates

As discussed throughout the Draft EIR and this Final EIR, trip generation rates for the proposed project were based upon traffic counts at an existing, similar senior center in Newport Beach (the Oasis Senior Center). The Newport Beach Oasis Senior Center was found to be the best possible match available because the facility operates in much the same manner as that proposed for the project. Typical senior center classes and activities are held during primary operating hours and the facility can also be used for special events during nighttime hours.

The trip generation data collected from this facility are still thought to represent the best match possible; however, it was determined that the AM peak hour data collected from this facility deserved further review. The Oasis Senior Center is available for use prior to 8 A.M., whereas the proposed hours of operation of the project would not begin until 8 A.M. Thus, the traffic counts that were collected for the AM peak hour may not reflect trip generation estimates suitable for the project site. For example, the AM peak hour trips that were collected actually caught a large outbound meeting attendance (a total of 274 trips) with only a comparatively small inbound number (60) of trips. Thus, additional research was performed to determine the appropriate AM peak hour trip generation estimates for the proposed project.

Revised trip generation estimates were performed utilizing the baseline data for the existing Rodgers Senior Center to extrapolate trip generation rates for the proposed project. Based on information provided by the Huntington Beach Community Services Department, the maximum average attendance in the AM peak hour is approximately 84 persons. This attendance does not account for the number of "drop-ins" and potential fitness/weight room use but also doesn't reflect how many people may have used buses, carpools, or other means of transportation to get to the site. As such, this represents a fairly accurate estimate for trip generation to the existing site. Because the project site is approximately three times larger than the existing facility, for purposes of trip generation estimates, it is assumed that the proposed project would result in an estimate that is three times as large as the existing senior center. As a result, the projected use in the morning is approximately 252 persons. Though each individual is not expected to arrive via single occupant vehicle, a conservative analysis includes trip generation of 252

entering vehicles. It is expected that the majority of entering vehicles will remain on-site at least one hour (i.e., attending a morning class or social event), by which time the morning peak commute period will be over. This analysis makes the conservative assumption that 25 percent of arriving vehicles will depart during the peak hour of adjacent street traffic. This scenario would represent approximately 252 vehicles inbound during the AM peak hour and 63 vehicles outbound during the AM peak hour.

The traffic analysis was re-run with the revised estimate (252 trips inbound and 63 trips outbound) during the AM peak hour. This revised analysis results in a less-than-significant impact and no mitigation is required. The revised traffic data are included as Revised Appendix 10 to this Final EIR. Therefore, through this additional traffic analysis, it was concluded that MM 4.12-2 was not necessary and the associated parking on Goldenwest Street will therefore, not be removed as a result of this project.

The revised traffic generation data have been updated and are included as text changes within the Final EIR.

CHAPTER 10 Text Changes

10.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 10.2 (Text Changes) below as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR.

10.2 TEXT CHANGES

This section includes revisions to text, by Draft EIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the Draft EIR.

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~~Volume II:~~ Environmental Impact Report Appendices

Page 2-3, Section 2.5 (Significant and Unavoidable Impacts)

There were no project-specific significant and unavoidable impacts identified in this EIR. All of the potentially significant impacts identified in the various issue areas were reduced to less-than-significant levels with the incorporation of mitigation measures and CRs. However, a significant cumulative impact associated with aesthetics could occur. As a result, to approve the proposed project, the City of Huntington Beach must adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Sections 15043 and 15093. Detailed discussions of project impacts, including cumulative impacts, can be found in Section 4 (Environmental Impact Analysis) of this document.

Page 2-4, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.1-3(a) All exterior nighttime lighting shall be angled down and away from the adjacent open space areas. Prismatic glass coverings and cutoff shields shall be used ~~where feasible~~ to further prevent spillover off site.

Page 2-4, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.1-3(e) Trees and barrier-type vegetation should be placed ~~on~~ throughout the site, including along the entire perimeter, to help shield vehicle headlights ~~in the parking areas and access roads~~ from adjacent uses ~~to the north and south~~.

Page 2-8, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.3-2 (This MM is Measure Biological Resources-4 from the Central Park Master Plan EIR)

The City shall mitigate for impacts to raptor foraging habitat through dedication as open space, conservation and/or enhancing areas of raptor foraging habitat at a ratio of 1:1 for acres of impact on raptor foraging habitat to provide suitable habitat values and functions for raptors. Mitigation for impacts on raptor foraging habitat will be accomplished within suitable areas that are City-owned and preferably nearby, such as the areas in association with the Sully Miller Lake Group Facility, Low Intensity Recreation Area, Semi-Active Recreation Area, and/or Midden Area/Urban Forest/Trailhead. Enhancement would include, but not be limited to, the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. Prior to ground disturbance, the City shall identify the particular site or area to be enhanced and shall formulate a plan to accomplish the raptor foraging habitat enhancement activities. This plan shall be reviewed for approval by a qualified biologist.

Page 2-10, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.5-2 In order to mitigate the erosion potential of the slopes adjacent to the site, the near surface soils shall be compacted along the northern slope face (earthen berm) where the site improvements encroach upon the existing slopes ~~(i.e., the northern slope or earthen berm)~~. The slope shall then be covered with an appropriate erosion protection device and drought tolerant plants. Surface water runoff must be diverted away from the top of the slope to reduce the likelihood of surficial sliding and erosion.

Page 2-12, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.6-1(c) (This MM is Measure Hazards-9 from the Central Park Master Plan EIR)

Any unrecorded or unknown wells uncovered during the excavation or grading process shall be immediately reported to and coordinated with the City and Division of Oil, Gas and Geothermal Resources (DOGGR). In addition, should any known and unexpected landfills be excavated and discovered during the construction phase of the proposed project, construction work will be immediately halted and the Local Enforcement Agency (LEA) will be notified. Further construction operations will resume at the discretion of LEA and upon work approval by LEA.

Page 2-14, Section 2.7 (Summary of Impacts and Mitigation Measures)

MM 4.7-1 and **MM 4.7-2**

MM 4.7-5~~, **MM 4.7-1**, and **MM 4.7-2**~~ The project proponent shall prepare and implement a Nutrient and Pesticide Management Program.

A Nutrient and Pesticide Management Program (NPMP) shall be prepared and implemented to minimize the risk of pollutants associated with landscape establishment and maintenance practices in runoff waters. This NPMP shall include guidelines, application regulations, and applicator training, and shall encourage minimization of chemical use.

Page 2-17, Section 2.3 (Summary of Proposed Project)

MM 4.12-4 The intersection of Goldenwest Street at Talbert Avenue shall be modified to include the project driveway as the west leg, with appropriate corresponding signal modifications and intersection lane improvements. The City ~~Traffic Engineer~~ Transportation Manager shall determine the ultimate signal modifications that are most appropriate for the project site. Design recommendations include, but are not limited to, the following:

- Split phase operations for east-west movements
- Adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second)
- Address design site distance
- Increased letter sizes on roadway signs
- Increased signal clearance intervals

Page 4.1-15, Section 4.1.3 (Project Impacts and Mitigation)

A qualitative assessment of visual impacts was prepared by evaluating the existing visual setting and comparing it to visual conditions assumed to occur under the proposed project. It is important to note that an assessment of visual impacts is not a quantitative analysis, but rather qualitative and can be largely subjective.

The project site and surrounding uses were observed, and photographs were taken to determine the short- and long-term visual effects of the proposed project. Policies from the City's General Plan and applicable zoning ordinances were identified to determine if the project design was consistent with these adopted plans.

Page 4.1-17, Section 4.1.3 (Project Impacts and Mitigation)

Views of the project site from the Shipley Nature Center located to the north of the site are presently obstructed by the large earthen berm ~~at~~ north of the ~~northern boundary of the~~ site. …

Page 4.1-25, Section 4.1.3 (Project Impacts and Mitigation)

MM 4.1-3(a) *All exterior nighttime lighting shall be angled down and away from the adjacent open space areas. Prismatic glass coverings and cutoff shields shall be used ~~where feasible~~ to further prevent spillover off site.*

Page 4.1-25, Section 4.1.3 (Project Impacts and Mitigation)

MM 4.1-3(e) *Trees and barrier-type vegetation should be place ~~on~~ throughout the site, including along the entire perimeter, to help shield vehicle headlights ~~in the parking areas and access road~~ from adjacent uses ~~to the north and south~~.*

Page 4.2-16, Section 4.2.3 (Project Impacts and Mitigation)

Localized Significance Thresholds for Construction

~~In addition to the daily air emission thresholds established by SCAQMD, potential localized impacts for certain criteria pollutants with regard to project-related emissions are calculated using a separate method. For smaller projects (up to and including 5 acres, such as the proposed project), localized significance thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative I-4. The LST methodology was provisionally adopted by the SCAQMD Governing Board in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. As mentioned previously, a LST screening analysis using the SCAQMD provided mass-rate lookup tables only applies to projects that are 5 acres or less in size and are only applicable to CO, NO_2, PM_{10}, and $PM_{2.5}$. For project sites larger than 5 acres, the SCAQMD recommends that ISCST3 dispersion modeling be performed for CO, NO_2, PM_{10}, and $PM_{2.5}$. Dispersion modeling can be done on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. As the proposed project is approximately 5 acres in size, a screening analysis was performed using the mass-rate lookup tables provided by SCAQMD.~~

In addition to the daily air emission thresholds established by SCAQMD, potential localized impacts for certain criteria pollutants with regard to project-related emissions are calculated using a separate method. Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative (I-4). The LST methodology was provisionally adopted by the SCAQMD Governing Board in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LSTs, which are voluntary, only apply to CO, NO_2, and PM_{10} emissions during construction at the discretion of the lead agency. Screening-level analysis of LSTs is only recommended for project sites that are 5 acres or less. The SCAQMD recommends that projects over 5 acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The total size of the proposed project site is approximately 5 acres. However, because the access driveway leading to the project site is proposed to be constructed with the new senior center, the ISCST3 dispersion modeling is an appropriate method of analysis. ISCST3 dispersion modeling was performed to identify CO, NO_2, PM_{10}, and $PM_{2.5}$ emissions during construction of the proposed project using the BEEST dispersion model. Dispersion modeling can be done on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts at the nearest sensitive receptors. LSTs have been established by the SCAQMD only for construction of projects and do not apply to emissions during operation as localized concentration cannot be properly quantified during operation due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants under operation of the proposed project.

Page 4.2-19, Section 4.2.3 (Project Impacts and Mitigation)

Because of the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 4.2-4 identifies daily emissions that are estimated to occur on peak construction days. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust, and that all other appropriate mitigation (MM 4.2-2(a) through MM 4.2-2(e)), such as routine equipment maintenance, has been used. Cut and fill activities would occur to a depth of approximately 10 feet during site grading. However, based on this relatively small amount of cut and fill and the size of the project site, all soil is assumed to be kept on site and will not be hauled on or off site. As shown in Table 4.2-4, construction related daily emissions would not exceed SCAQMD significance thresholds.

~~As shown, construction related daily emissions would exceed SCAQMD significance thresholds for VOC during the peak construction phase, which is considered a potentially significant impact. These emissions are primarily due to the application of architectural coatings to the senior center structure during the architectural coatings subphase of building construction. Implementation of mitigation measure MM 4.2-2(e) will reduce this impact to a less-than-significant level.~~

Page 4.2-20, Section 4.2.3 (Project Impacts and Mitigation)

~~**Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day**~~

~~Emissions Source~~	~~Peak Day Emissions in Pounds per Day~~					
	~~VOC~~	~~NO_x~~	~~CO~~	~~SO_x~~	~~PM_{10}~~	~~$PM_{2.5}$[a]~~
~~Site Excavation, Grading, and Utility Installation~~						
~~Construction Equipment~~	~~4.47~~	~~38.17~~	~~17.65~~	~~—~~	~~1.97~~	~~1.81~~
~~On-Road Vehicles~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~
~~Fugitive Dust[a]~~	~~—~~	~~—~~	~~—~~	~~—~~	~~51.81~~	~~10.82~~
~~Worker Trips~~	~~0.05~~	~~0.10~~	~~1.70~~	~~0.00~~	~~0.01~~	~~0.01~~
~~*Maximum Daily Emissions*~~	~~*4.52*~~	~~*38.27*~~	~~*19.35*~~	~~*0.00*~~	~~*53.79*~~	~~*12.64*~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~
~~Construction Phase~~						
~~Construction Equipment~~	~~3.12~~	~~26.76~~	~~14.64~~	~~0.01~~	~~1.47~~	~~1.34~~
~~Asphalt Paving~~	~~2.48~~	~~14.22~~	~~9.47~~	~~0.00~~	~~1.17~~	~~1.07~~
~~Architectural Coatings~~	~~43.83~~	~~0.03~~	~~0.54~~	~~0.00~~	~~0.00~~	~~0.00~~
~~*Maximum Daily Emissions*~~	~~*49.43*~~	~~*41.01*~~	~~*24.65*~~	~~*0.01*~~	~~*2.64*~~	~~*2.41*~~
~~SCAQMD Thresholds~~	~~75.0~~	~~100.0~~	~~550.0~~	~~150.0~~	~~150.0~~	~~55.0~~
~~Significant Impact?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~SOURCE: EIP Associates, a division of PBS&J, 2007. Calculation sheets are provided in Appendix 3.~~

~~[a] Assumes watering of the proposed project site would occur three times per day.~~

Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[a]
Site Excavation, Grading, and Utility Installation						
Construction Equipment	3.31	28.00	13.56	—	1.41	1.30
On-Road Vehicles	0.00	0.00	0.00	0.00	0.00	0.00
Fugitive Dust[a]	—	—	—	—	25.91	5.41
Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00
Maximum Daily Emissions	*3.35*	*28.07*	*14.69*	*0.00*	*27.33*	*6.71*
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
Construction Phase						
Construction Equipment	4.01	18.05	14.95	0.02	1.33	1.21
Asphalt Paving	3.12	17.81	11.70	0.00	1.51	1.38
Architectural Coatings	43.83	0.03	0.54	0.00	0.00	0.00
Maximum Daily Emissions	*50.96*	*35.89*	*27.19*	*0.02*	*2.84*	*2.59*
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0

Table 4.2-4 Estimated Peak Daily Construction Emissions in Pounds per Day

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[a]
Significant Impact?	No	No	No	No	No	No

SOURCE: EIP Associates, a division of PBS&J, 2007. Calculation sheets are provided in Appendix 3.

[a] Assumes watering of the proposed project site would occur three times per day.

Page 4.2-21, Section 4.2.3 (Project Impacts and Mitigation)

In addition to the standard City requirements listed above, mitigation measures (MM) are recommended by SCAQMD to ensure ~~reduce~~ ~~NO_x~~ emissions during construction activities would remain below SCAQMD thresholds ~~and to reduce VOC emissions from application of architectural coatings~~. Mitigation measures MM 4.2-2(a) through MM 4.2-2(c) also satisfy certain measures identified in the Central Park Master Plan EIR. The language in these measures has been modified to reflect project-specific components of the proposed senior center where necessary, or for compliance with SCAQMD, although their intent remains the same. The original measures from the Central Park Master Plan EIR appear in Table 4-1 of this EIR.

Page 4.2-25, Section 4.2.3 (Project Impacts and Mitigation)

To determine potential criteria pollutant concentrations during construction activities, the SCAQMD has developed LSTs to determine maximum allowable concentrations of CO, NO_2, $PM_{2.5}$, and PM_{10} construction emissions for projects. LSTs do not apply to emissions during operation. For projects greater than 5 acres in total area, dispersion modeling is recommended to determine worst-case pollutant concentration at sensitive receptors associated with construction of the project. Therefore, dispersion modeling was conducted for the proposed project to assess potential impacts to nearby sensitive receptors. ~~for projects 5 acres or less in total area for CO, NO_2, PM_{10}, and $PM_{2.5}$. The project site is approximately 5 acres in size, and construction emissions are therefore comparable to these LSTs.~~ Total worst-case construction emissions for the proposed project are included in Table 4.2-4. These emissions were entered into the dispersion model to identify the maximum daily construction emissions at nearby sensitive receptors. Table 4.2-9 compares the total worst-case construction emissions to the LSTs for SRA 18, where the proposed project is located. As shown in Table 4.2-9, the proposed project would not result in substantial pollution concentration at sensitive receptors during construction activities. Since construction of the proposed project would not expose sensitive receptors to substantial concentrations of criteria pollutants, this impact would be ***less than significant***. CR 4.2-2 and mitigation measure MM 4.2-2 would apply to this impact and ensure that criteria pollutants would not exceed SCAQMD established thresholds.

~~**Table 4.2-9 Total Construction Emissions and Localized Significance Thresholds**~~

~~Air Pollutant~~	~~Maximum Daily Construction Emissions~~	~~Thresholds of Significance~~	~~Quantity of Pollutant Exceeding Threshold~~	~~Significant Impact?~~
~~CO~~	~~24.65 lbs/day~~	~~2,039 lbs/day~~	~~0~~	~~No~~
~~NO_2~~	~~41.01 lbs/day~~	~~354 lbs/day~~	~~0~~	~~No~~
~~PM_{10}~~	~~53.79 lbs/day~~	~~57 lbs/day~~	~~0~~	~~No~~
~~$PM_{2.5}$~~	~~12.64 lbs/day~~	~~18 lbs/day~~	~~0~~	~~No~~

~~SOURCE: EIP Associates, a division of PBS&J, 2007; SCAQMD, *Localized Significance Threshold Methodology*, June 2003.~~

Table 4.2-9 Total Construction Emissions and Localized Significance Thresholds

Air Pollutant	Maximum Daily Construction Emissions	Thresholds of Significance	Quantity of Pollutant Exceeding Threshold	Significant Impact?
CO 1- Hour	0.10 ppm	15.0 ppm	0	No
CO 8-Hour	0.01 ppm	4.93 ppm	0	No
NO_2	0.009 ppm	0.149 ppm	0	No
PM_{10}	9.45 µg/m^3	10.4 µg/m^3	0	No
$PM_{2.5}$	2.31 µg/m^3	10.4 µg/m^3	0	No

SOURCE: EIP Associates, a division of PBS&J, 2007; ISCST3 Version 02035); SCAQMD, 2003. *Localized Significance Threshold Methodology*. Summarized result calculations are provided in Appendix 3.

Page 4.3-21, Section 4.3.7 (Project Impacts and Mitigation)

MM 4.3-2 *(This MM is Measure Biological Resources-4 from the Central Park Master Plan EIR)*

The City shall mitigate for impacts to raptor foraging habitat through dedication as open space, conservation and/or enhancing areas of raptor foraging habitat at a ratio of 1:1 for acres of impact on raptor foraging habitat to provide suitable habitat values and functions for raptors. Mitigation for impacts on raptor foraging habitat will be accomplished within suitable areas that are City-owned and preferably nearby, such as the areas in association with the Sully Miller Lake Group Facility, Low Intensity Recreation Area, Semi-Active Recreation Area, and/or Midden Area/Urban Forest/Trailhead. Enhancement would include, but not be limited to, the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. Prior to ground disturbance, the City shall identify the particular site or area to be enhanced and shall formulate a plan to accomplish the raptor foraging habitat enhancement activities. This plan shall be reviewed for approval by a qualified biologist.

Page 4.3-22-23, Section 4.3.8 (Cumulative Impacts)

This cumulative impact analysis considers development of the proposed project, in conjunction with other development within the vicinity of the proposed project in the City of Huntington Beach. The primary effects of the proposed project, when considered with the past, present, and probable future projects in the vicinity of the project site, would be the cumulative direct loss of undeveloped land and the potential removal of sensitive wildlife and habitat. Loss of sensitive habitat within this geographic

context ~~the localized areas~~ would further decrease the amount of this habitat ~~within the immediate area~~ and add to the cumulative loss of sensitive species in the region. This cumulative issue is addressed below and the project's overall contribution to this cumulative impact is analyzed.

If the burrowing owl, nesting raptors, or MBTA-protected species' nests are found to be present within the project site avoidance measures identified in mitigation measures MM 4.3-1(a) and (b) would establish setbacks and permitted activities to ensure active nests are not lost. Although these should be sufficient to avoid substantial impacts, should they be needed, mitigation measures MM 4.3-1 (a) and (b) also identify mechanisms to develop as-needed mitigation measures should the CDFG or USWFS establish the need for them. As such, the proposed project would not contribute to a cumulative loss of the burrowing owl or its habitat or nesting raptors, or MBTA-protected species. The project's cumulative impact~~s~~ would be less than significant.

The proposed project would represent an incremental loss of raptor foraging habitat; however, per mitigation measure MM 4.3-2, development of the proposed project would require off-site mitigation through dedication, conservation, and/or enhancement of raptor foraging habitat elsewhere within Central Park. While the ruderal vegetative community that would be removed through implementation of the proposed project is not considered sensitive, the raptor foraging habitat and associated avian species that it sustains are considered sensitive. Mitigation measure 4.3-2 would ensure that though raptor foraging habitat would be removed, the local population that is dependent upon it is not displaced and can be maintained at other suitable, localized habitat. As such, the proposed project would not contribute to a cumulative loss of local raptor species. The project's cumulative impact~~s~~ would be less than significant.

As noted above, the project site is currently almost completely bare, and does not provide a locally or regionally important wildlife corridor. As such, the proposed project would not contribute to a cumulative loss of a locally or regionally important wildlife corridor. The project's cumulative impact~~s~~ would be less than significant.

Page 4.5-15, Section 4.5.3 (Project Impacts and Mitigation)

MM 4.5-2 *In order to mitigate the erosion potential of the slopes adjacent to the site, the near surface soils shall be compacted along the northern slope face (earthen berm) where the site improvements encroach upon the existing slopes ~~(i.e., the northern slope or earthen berm)~~. The slope shall then be covered with an appropriate erosion protection device and drought tolerant plants. Surface water runoff must be diverted away from the top of the slope to reduce the likelihood of surficial sliding and erosion.*

Page 4.5-19, Section 4.5.3 (Project Impacts and Mitigation)

Groundwater was recently encountered at a depth of 18 or more feet below the ground surface at the site. Based on historical data provided by CDMG, groundwater may be as high as 10 feet below the ground surface. Cut and fill activities are anticipated to occur to a depth of approximately 10 feet during site grading. Since groundwater may be shallower or deeper at the time of construction than the depth encountered at the time of subsurface evaluation at the project site, actual depths will be evaluated in the

field during construction to ensure that excavations would not encroach the groundwater table. Provided no deep excavations are made (at a depth below the groundwater table), groundwater is not anticipated to impact the grading and proposed improvements.

Page 4.6-12, Section 4.6.3 (Project Impacts and Mitigation)

MM 4.6-1(c) *(This MM is Measure Hazards-9 from the Central Park Master Plan EIR)*

Any unrecorded or unknown wells uncovered during the excavation or grading process shall be immediately reported to and coordinated with the City and Division of Oil, Gas and Geothermal Resources (DOGGR). In addition, should any known and unexpected landfills be excavated and discovered during the construction phase of the proposed project, construction work will be immediately halted and Local Enforcement Agency (LEA) will be notified. Further construction operations will resume at the discretion of LEA and upon work approval by LEA.

Page 4.7-33, Section 4.7.3 (Project Impacts and Mitigation)

Implementation of mitigation measure MM 4.7-2 would assure that on-site drainage is adequate to prevent on-site flooding and that peak stormwater runoff rates are reduced to the maximum extent practicable to prevent contributions to off-site flooding. The potential proposed project drainage towards the Shipley Nature Center is speculative; however, mitigation measure MM 4.7-2 would reduce potential impacts of increased runoff and potential effects on the Shipley Nature Center would not be substantial. As required by MM 4.7-2, the Drainage Plan will include measures to reduce post-construction peak runoff rates and timing to existing levels, as ensured by the City's Public Works Department. As a result, the proposed project would not contribute to future runoff rates on site or to off site areas (including the Shipley Nature Center) above those that currently exist. Therefore, potential on-site or off-site flooding impacts would be ***less than significant*** with mitigation incorporated.

Page 4.9-18, Section 4.9.3 (Project Impacts and Mitigation)

The closest sensitive receptor is located approximately 800 feet to the west of the proposed project site. As such the noise associated with human conversation from special events such as wedding receptions would attenuate at a rate of 6 dBA per doubling of distance to levels of approximately 43 dBA, which would be below the City of Huntington Beach Noise Ordinance Exterior Noise Standards. In addition, special events held at the project site during operation could include the use of loudspeakers, amplified music, and other sources of amplified noise. These amplified noise sources would be required to comply with the City of Huntington Beach Noise Ordinance exterior noise standards, shown in Table 4.9-6. In compliance with this regulation and to prevent noise impacts to nearby residences, the noise level of senior center operations as heard from nearby residences would be no greater than 55 dBA from 7:00 A.M. to 10:00 P.M. and 50 dBA from 10 P.M. to 7 A.M.. Therefore, increased noise associated with operation of the senior center, including those associated with special events, would ~~be below~~ adhere to the established standards and would be considered ***less than significant***.

Page 4.12-12, Section 4.12.2 (Regulatory Framework)

Consistency Analysis

…As discussed in Section 4.12.3 (Project Impacts and Mitigation), the project would not result in any significant impacts that cannot be mitigated to less-than-significant levels. ~~While the intersection of Goldenwest Street/Slater Avenue is projected to operate at LOS E during the AM peak hour with the proposed project, implementation of an additional northbound through lane at Goldenwest Street/Slater Avenue would return intersection operations to LOS C~~.

Page 4.12-14, Section 4.12.3 (Project Impacts and Mitigation)

Project Trip Generation

Trip generation represents the amount of traffic attracted to and produced by a development. Because of the unique nature of a senior center, count data were collected at a similar facility in a nearby community (the Oasis Senior Center in Newport Beach) and at the existing Rodgers Senior Center in Huntington Beach. ~~Daily trip rates have been factored from the community center trip rate from the Institute of Transportation Engineers (ITE) informational report *Trip Generation* (7th Edition, 2003).~~ Peak hour trip rates have been calculated from the count data and the size of the center studied. The resulting trip generation rates are included in Table 4.12-4.

Table 4.12-4 Project Trip Generation Rates

Weekday Trip Generation Rates[a]

Land Use	Units[b]	Peak Hour						Daily[c]
		AM			PM			
		In	Out	Total	In	Out	Total	
Senior Center	TSF	~~1.33~~ 5.60	~~6.09~~ 1.40	~~7.42~~ 7.00	0.89	2.44	3.33	75.45

Saturday Trip Generation Rates[a]

Land Use	Units[b]	Mid-day Peak Hour			Daily[c]
		In	Out	Total	
Senior Center—Saturday	TSF	0.4	4.53	4.93	35.05

[a] SOURCE: Oasis Senior Center Count Data and Rodgers Senior Center Data

[b] TSF = thousand square feet

[c] Daily rates based on Institute of Transportation Engineers (ITE) peak to daily relationships for Community Centers

As shown in Table 4.12-5, the proposed senior center is projected to generate a total of approximately 3,395 trip-ends per day on a typical weekday. On a typical weekend, the project is projected to generate a total of 1,577 trip-ends per day.

Table 4.12-5 Project Trip Generation

Weekday Trip Generation Summary[a]

Land Use	Quantity	Units[b]	Peak Hour						Daily[c]
			AM			PM			
			In	Out	Total	In	Out	Total	
Senior Center	45.0	TSF	~~60~~ 252	~~274~~ 63	~~334~~ 315	40	110	150	3,395

Saturday Trip Generation Summary[a]

Land Use	Quantity	Units[b]	Mid-day Peak Hour			Daily[c]
			In	Out	Total	
Senior Center—Saturday	45.0	TSF	18	204	222	1,577

[a] SOURCE: Oasis Senior Center Count Data

[b] TSF = thousand square feet

[c] Daily rates based on Institute of Transportation Engineers (ITE) peak to daily relationships for Community Centers

Page 4.12-32, Section 4.12.3 (Project Impacts and Mitigation)

Intersection Level of Service

Near term (2012) intersection levels of service for with and without project weekday conditions are shown in Table 4.12-6 (Intersection Analysis for Interim Year [2012], With and Without Project Weekday Conditions). All study area intersections except Goldenwest Street at Slater Avenue will experience acceptable levels of service with existing lanes. Although the intersection of Goldenwest Street at Slater Avenue will operate at LOS E conditions during the PM peak hour, this condition will occur even without the proposed project. Therefore, because the project does not contribute to the deficient traffic operations with a change of ICU of 0.01 or greater, the project would not be required to implement any traffic improvements at this intersection. ~~With improvements consisting of converting the northbound right turn lane to a third northbound through lane, acceptable LOS can be achieved at all study intersections. This improvement can be implemented within the existing curb-to-curb cross-section.~~

Table 4.12-6 Intersection Analysis for Interim Year (2012), With and Without Project Weekday Conditions

Intersection Goldenwest St. (NS) at:	Traffic Control[c]	Intersection Approach Lanes[a]												Critical Vol/Capacity[b]		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
With Project Conditions																	
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	~~0.908~~ 0.903	0.920	~~E~~ D	E
—with Improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	~~0.815~~ 0.811	0.809	~~C~~ D	C
Talbert Avenue (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.486	0.580	A	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.482	0.607	A	B
Without Project Conditions																	
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.882	0.912	D	E
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.791	0.801	C	C
Talbert Avenue (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.350	0.495	A	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.433	0.590	A	A

[a] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside through lanes.

L = Left, T = Through, R = Right. **1** = Improvement, > = Right Turn Overlap Phase, >> = Free Right Turn

[b] Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control

[c] TS = Traffic Signal

Near term (2012) intersection levels of service for with and without project weekend conditions are shown in Table 4.12-7 (Intersection Analysis for Interim Year [2012], With and Without Project Weekend Conditions). ~~Although all~~ All intersections operate acceptably for weekend conditions (for both with and without project conditions)~~, an analysis with improvements required for weekday conditions (as shown above in Table 4.12-6) has been performed and summarized on Table 4.12-7~~.

Table 4.12-7 Intersection Analysis for Interim Year (2012), With and Without Project Weekend Conditions

Intersection Goldenwest St. (NS) at:	Traffic Control[c]	Intersection Approach Lanes[a] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Critical Vol/Capacity[b] Saturday	Level of Service Saturday
With Project Conditions															
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.630	B
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.564	A
Talbert Avenue (EW)	TS	1	3	1	1	3	0	1	1	0	1	1	1	0.497	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	1	1	0.448	A
Without Project Conditions															
Slater Avenue (EW)	TS	1	2	1	1	3	1	1	2	1	1	2	1	0.614	B
—with improvements	TS	1	3	0	1	3	1	1	2	1	1	2	1	0.549	A
Talbert Avenue (EW)	TS	0	3	1	1	3	0	0	0	0	2	0	1	0.384	A
Ellis Avenue (EW)	TS	1	3	1	1	3	1	1	2	1	1	2	1	0.421	A

[a] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside through lanes.

L = Left, T = Through, R = Right. **1** = Improvement, > = Right Turn Overlap Phase, >> = Free Right Turn

[b] Critical volume/capacity ratio and level of service are calculated using the following analysis software: Traffix, Version 7.8 R5 (2007). Per the City of Huntington Beach standard, critical volume/capacity ratio and level of service are determined using the Intersection Capacity Utilization method for intersections with traffic signal control

[c] TS = Traffic Signal

A project impact is defined as a change in ICU of 0.01 or greater, where deficient traffic operations are projected to occur. The project causes an increase of ~~0.026~~0.021 (0.882 to ~~0.908~~ 0.903) during the weekday AM peak hour, and an increase of 0.008 (0.912 to 0.920) during the weekday PM peak hour. The project therefore does not results in any potentially significant impacts ~~during the weekday AM peak hour only at the intersection of Goldenwest Street (NS) at Slater Avenue (EW)~~.

Page 4.12-35, Section 4.12.3 (Project Impacts and Mitigation)

Impact 4.12-2 **Under Year 2012 conditions, the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.**

As shown in Table 4.12-5, the proposed senior center is projected to generate a total of approximately 3,395 trip-ends per day on a typical weekday. In the AM peak hour the project is projected to generate approximately ~~334~~ 315 vehicles per hour, while PM peak hour trip generation is estimated at approximately 150 vehicles per hour. On a typical Saturday, the project is projected to generate a total of 1,577 trip-ends per day, with 222 vehicles per hour during the peak hour.

A project impact is defined as a change in ICU of 0.01 or greater, where deficient traffic operations are projected to occur (i.e., LOS E or F). As illustrated in Tables 4.12-6 and 4.12-7, the project would not result in a change in ICU of 0.01 or greater at any of the project intersections where deficient traffic operations are projected to occur, in either the AM or PM peak hour or during weekend conditions. ~~The~~

~~project causes an increase of 0.026 during the AM peak hour, causing the level of service to change from LOS D to LOS E at the intersection of Goldenwest Street/Slater Avenue. The project therefore results in a potentially significant impact during the AM peak hour only at the intersection of Goldenwest Street (NS) at Slater Avenue (EW). However, as~~ As shown in Table 4.12-6 (Intersection Analysis for Interim Year (2012), With and Without Project Weekday Conditions), ~~this~~ the intersection of Goldenwest Street (NS) and Slater Avenue (EW) is anticipated to operate at LOS E conditions during the PM peak hour; however, this condition would occur ~~(without improvements)~~ even without the proposed project. ~~Nonetheless~~ Thus, because the project would not contribute to the deficient traffic operations with a change in ICU of 0.01 or greater, this is considered a less-than-significant impact. No mitigation would be required. ~~implementation of mitigation measure MM 4.12-2 would be required to reduce this impact.~~

~~Typically, projects would be required to pay fair-share contributions to such ambient growth impacts (those that are not solely caused by the project). However, because the improvements are expected to have minimal cost, the following improvements shall be constructed by the project.~~

~~*MM 4.12-2 The project shall provide an additional northbound through lane at the intersection of Goldenwest Street and Slater Avenue. This can be provided by restriping the existing northbound right turn lane, without any physical roadway widening. In addition, approximately 300 feet of existing on-street parking from Ford Drive to Betty Drive will need to be removed in order to allow three through lanes northbound.*~~

~~The on-street parking that would be removed as part of mitigation measure MM 4.12-2 is the most convenient parking for the six homes that front Goldenwest Street. Primary resident parking is provided for five of the six homes off the alley that parallels Goldenwest Street. The remaining home has driveway access from Goldenwest, and on-site parking. On-street parking is typically used by guests. Alternate on-street parking within acceptable walking distance (less than 500 feet) is available on nearby local streets, including Ford Drive, Mill Circle, and Betty Drive. The loss of approximately 12 on-street parking spaces on Goldenwest therefore represents a less-than-significant impact. Consequently, implementation of mitigation measure MM 4.12-2 would reduce this impact to a ***less-than-significant*** level.~~

Page 4.12-36, Section 4.12.3 (Project Impacts and Mitigation)

Impact 4.12-3 Implementation of the proposed project would not exceed standards established by the Orange County Transportation Authority.

…The proposed project is anticipated to generate approximately 3,395 trips per weekday, and 1,577 trips per weekend, which would appear to trigger the requirement of a CMP TIA. However, the next step in the CMP analysis is to determine whether or not the project has the potential to impact any CMP facilities with an increase of three percent or more. Because the ~~The~~ project would not result in an increase in ICU of 0.01 or greater at any study area intersection, any increase in traffic volumes resulting from ~~and~~ the project ~~impact resulting in an increase in ICU of .026 in the AM peak hour~~ are expected to dissipate prior to interaction with CMP intersections. Consequently, this impact would be ***less than significant***.

Page 4.12-38, Section 4.12.3 (Project Impacts and Mitigation)

MM 4.12-4 *The intersection of Goldenwest Street at Talbert Avenue shall be modified to include the project driveway as the west leg, with appropriate corresponding signal modifications and intersection lane improvements. The City ~~Traffic Engineer~~ Transportation Manager shall determine the ultimate signal modifications that are most appropriate for the project site. Design recommendations include, but are not limited to, the following:*

- *Split phase operations for east-west movements*
- *Adequate pedestrian green to accommodate a slower walk speed (e.g., 2.8 feet per second)*
- *Address design site distance*
- *Increased letter sizes on roadway signs*
- *Increased signal clearance intervals*

Page 4.12-39, Section 4.12.3 (Project Impacts and Mitigation)

As discussed above, project implementation is anticipated to be consistent with local policies related to transportation, including the City of Huntington Beach General Plan Land Use and ~~Transportation~~ Circulation Elements.

Page 4.13-33, Section 4.13.13 (Cumulative Impacts: Water Supply, Solid Waste, Wastewater, Energy)

Cumulative growth in the service area could result in the need for additional conveyance infrastructure~~, and due to the continually developing nature of the service area,~~; however, due to the developed nature of the service area, it is expected that such expansion of conveyance infrastructure would be minimal. As such, the project's contribution to new or expanded wastewater infrastructure facilities would not be cumulatively considerable. ~~could result in significant cumulative environmental effects.~~

Page 5-1, Section 5.1 (Significant Environmental Effects That Cannot Be Avoided if the Proposed Project is Implemented)

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. In such cases where an impact cannot be mitigated to a level considered less than significant, a Statement of Overriding Considerations must be prepared prior to approval of a project, and in accordance with CEQA Guidelines Section 15091 and 15093. The Proposed Project would result in no project-level impacts that are significant and unavoidable after implementation of available, feasible mitigation measures and with compliance with existing statutory requirements, as discussed in Chapter 4 of this EIR. However, a significant cumulative impact to aesthetics could occur. As a result, to approve the proposed project, the City of Huntington Beach must adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Sections 15043 and 15093. ~~As such, a Statement of Overriding Considerations will not be prepared for the proposed project.~~

Page 6-4, Section 6.2 (Alternatives Rejected as Infeasible)

This alternative suggests development of multiple, smaller-scale senior centers throughout the City. Various locations were assumed to occur on at least two of the nine sites identified within the Huntington Beach Senior Center Feasibility Study, prepared by LPA, Inc. and TSMG, Inc. in 2006. Construction of small-scale centers could accommodate a limited number of facilities, available activities, and patrons at each site, and would also preclude a central focal point for seniors to meet within the City. Instead, most patrons would utilize the nearest facility; thereby reducing the important opportunities for larger social gatherings and networking. Each site location would have differing environmental constraints. Compared to the proposed project, multiple centers would not have the flexibility to provide for a wide variety of uses simply due to size constraints at each location. In addition, the construction and operation of multiple centers would have a greater potential for cumulative environmental impacts. Further, the City does not own all of the nine sites evaluated in the Feasibility Study, which could lead to acquisition costs that the City would not be able to fund. As stipulated in Section 15126.6 of the CEQA Guidelines, an EIR should identify any alternatives that were rejected as infeasible and briefly explain the reasons underlying the determination. The alternatives analyzed in an EIR must be potentially feasible. The term "feasible" is defined in the Public Resources Code Section 21061.1 as

> capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

As alternatives that are infeasible do not need to be considered as potential alternatives, and acquisition costs provide an economic reason for infeasibility, ~~Therefore,~~ this alternative was rejected from further analysis.

Page 6-26, Section 6.4 (Comparison of Alternatives)

Table 6-1 Comparison of Alternatives to the Proposed Project

Environmental Issue Area	*No Project/~~Reasonably Foreseeable Development Alternative~~Continuation of Uses Allowed By Existing General Plan and Master Plan*	*Reduced Project Alternative*	*Alternative Site*
Aesthetics	–	–	=
Air Quality	–	–	=
Biological Resources	=	=	=
Cultural Resources	=	=	=
Geology and Soils	=	=	=
Hazards and Hazardous Materials	=	=	=
Hydrology and Water Quality	–	–	=
Land Use	–	=	–
Noise	–	–	+
Public Services	=	=	=
Recreation	–	–	+
Transportation	–	–	=
Utilities	–	–	=

(–) = Impacts considered to be **less** when compared with the proposed project.
(+) = Impacts considered to be **greater** when compared with the proposed project.
(=) = Impacts considered to be **equal or similar** to the proposed project.

Page 6-26, Section 6.5 (Environmentally Superior Alternative)

A comparison of the proposed project with the alternatives analyzed in this section provides the basis for determination of the environmentally superior alternative. Table 6-1 indicates that the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan and the Reduced Project Alternative would primarily result in impacts similar to the proposed project, but would also result in some impacts that would be less than the proposed project. The ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan would be the environmentally superior alternative of the two. In terms of the Alternative Site Alternative, this alternative would result in potentially greater impacts to noise and recreation. It is possible that these impacts at the alternative site to noise and recreation could be significant and unavoidable, and as such, this alternative would not be considered the environmentally superior alternative.

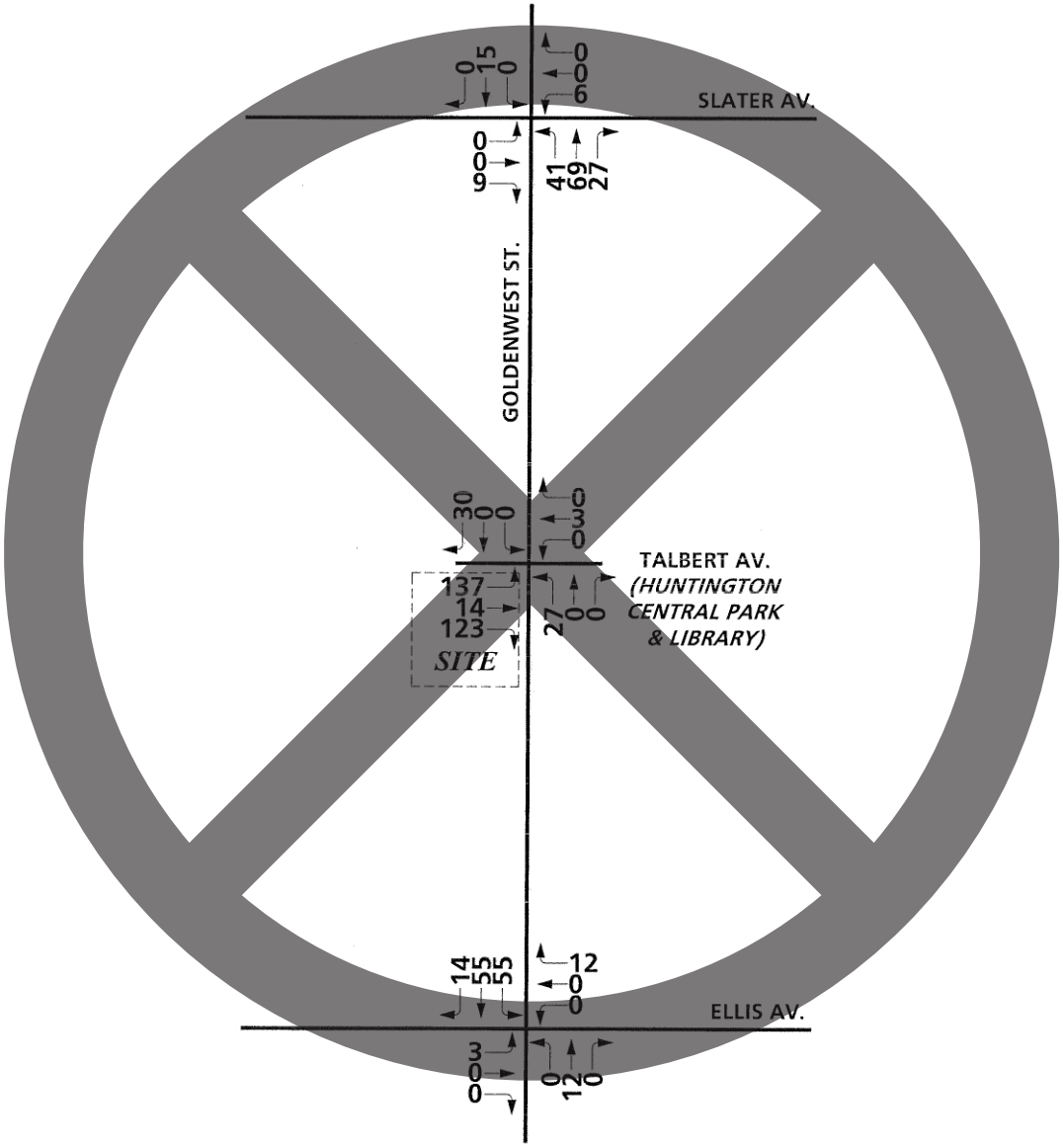
Page 6-27, Section 6.5 (Environmentally Superior Alternative)

Although the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan would reduce many of the impacts of the proposed project, it would not necessarily reduce the significance of the impacts, as detailed above. In addition, this alternative would not achieve many of the project objectives. Nevertheless, because of its reduced intensity, the ~~No Project/Reasonably Foreseeable Development Alternative~~ No Project/Continuation of Uses Allowed By Existing General Plan and Master Plan is considered to be the environmentally superior alternative.

10.3 FIGURE CHANGES

The following figures changed as result of revised trip generation estimates, as discussed in Chapter 9 (Summary of Additional Air Quality and Traffic Analyses):

- Figure 4.12-10 (Weekday Project Only AM Peak Hour Intersection Volumes)
- Figure 4.12-20 (Weekday Near Term [2012] with Project AM Peak Hour Intersection Volumes)

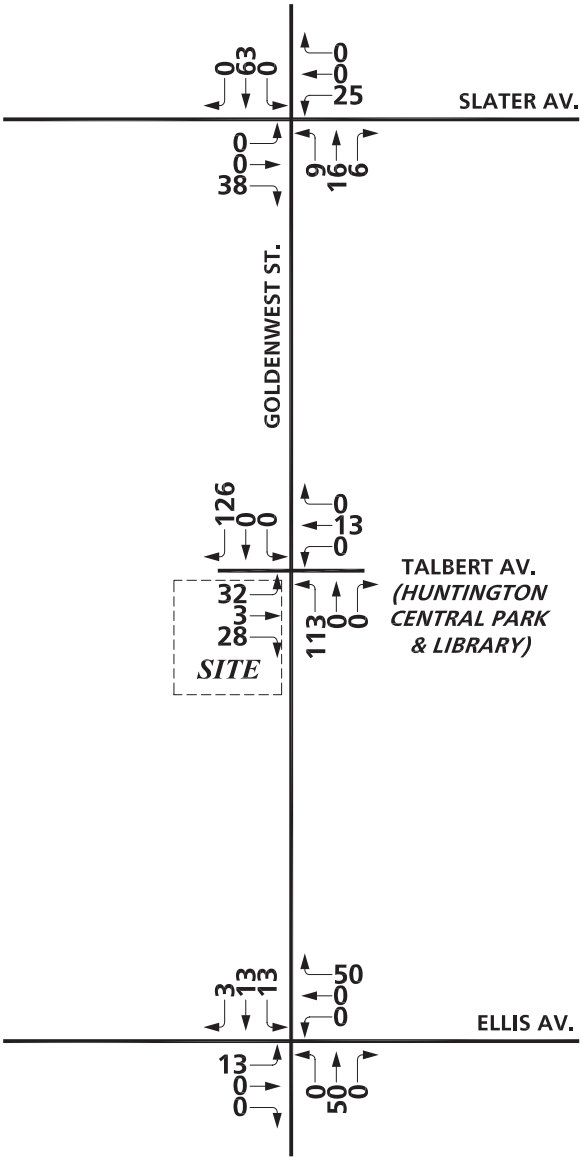


NORTH
NOT TO SCALE

***Source*:** URBAN Crossroads, 2007.

EIP ASSOCIATES
A division of PBS&J

FIGURE **4.12-10**
Weekday Project Only AM Peak Hour Intersection Volumes



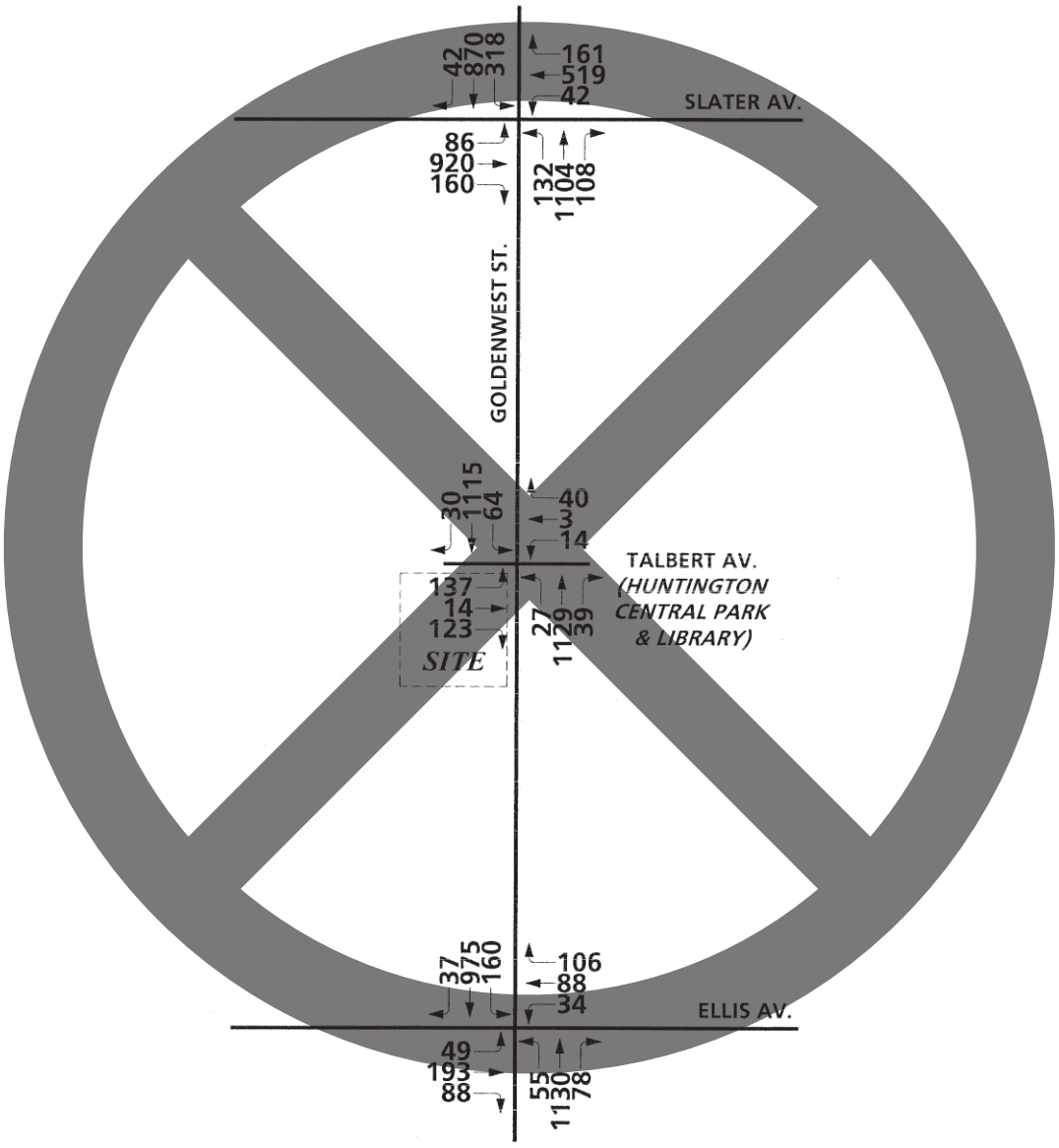
NORTH
NOT TO SCALE

***Source*:** URBAN Crossroads, 2007.

EIP ASSOCIATES
A division of PBS&J

FIGURE **4.12-10**
Revised Weekday Project Only AM Peak Hour Intersection Volumes

06057 | JCS | 07



NORTH
NOT TO SCALE

***Source*:** URBAN Crossroads, 2007.

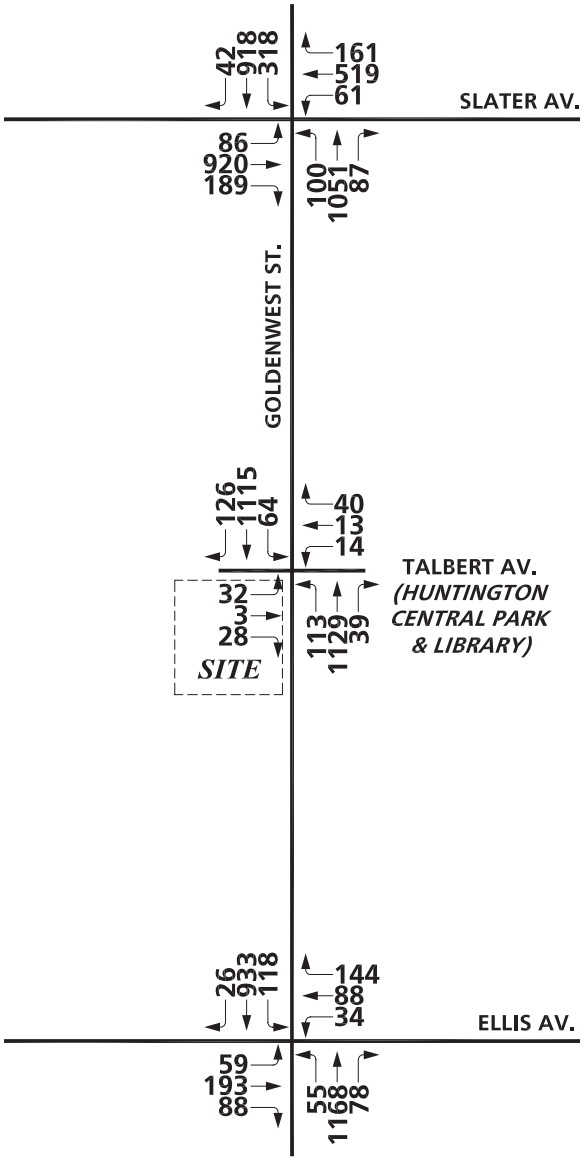
EIP ASSOCIATES
A division of PBS&J

FIGURE **4.12-20**
Weekday Near Term (2012) with Project AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

06057 | JCS | 07



NORTH
NOT TO SCALE

***Source*:** URBAN Crossroads, 2007.

EIP ASSOCIATES
A division of PBS&J

FIGURE **4.12-20**

Revised Weekday Near Term (2012) with Project AM Peak Hour Intersection Volumes

D21314.00

Huntington Beach Senior Center EIR

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CHAPTER 11 Responses to Comments

11.1 ORGANIZATION OF THE RESPONSES TO COMMENTS

In total, twelve comment letters regarding the Draft EIR were received from two State departments, one regional and/or local agency, and nine individuals. In addition, verbal comments and associated speaker cards were received at the Huntington Beach Senior Center Draft EIR Public Information Meeting that was held on October 11, 2007. Table 11-1 provides a comprehensive list of commenters in the order that they are presented in this section.

Table 11-1 Comment Letters Received During the Draft EIR Comment Period

No.	*Commenter/Organization*	*Page*
	STATE DEPARTMENTS	
1	Department of Transportation, Ryan Chamberlain, October 24, 2007	11-35
2	Native American Heritage Commission, Dave Singleton, September 26, 2007	11-35
	REGIONAL/LOCAL AGENCIES	
3	City of Huntington Beach, Environmental Board, November 1, 2007	11-36
	INDIVIDUALS	
Written Letters		
4	Anthony Brine, October 30, 2007	11-41
5	Larry Geisse, September 22, 2007	11-46
6	Larry Geisse, October 12, 2007	11-46
7	Robert Haben, October 3, 2007	11-46
8	Patricia Kreamer, October 31, 2007	11-46
9	Margern@aol.com, September 24, 2007	11-48
10	Merle Moshiri, October 4, 2007	11-48
11	Eileen Murphy, September 26, 2007	11-49
12	Mindy White, October 31, 2007	11-52
Verbal Comments		
Huntington Beach Senior Center Draft EIR Public Meeting, Verbal Comments, October 11, 2007		11-54
Speaker Cards		
Tony Brine, October 11, 2007		11-57
Bob Dettloff, October 11, 2007		11-57
John McGregor, October 11, 2007		11-58
Carol Settimo, October 11, 2007		11-58
Mary Siegel, October 11, 2007		11-58
Elmer Smith, October 11, 2007		11-58

This chapter of the Final EIR contains all comments received on the Draft EIR during the public review period, as well as the Lead Agency's responses to these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues. Therefore, the comment has been noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

11.2 COMMENTS ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, followed by a section with the responses to the comments within the letter. As noted above, and stated in Sections 15088(a) and 15088(b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision makers as part of the project approval process. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

DEPARTMENT OF TRANSPORTATION
District 12
3337 Michelson Drive, Suite 380
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592

Flex your power!
Be energy efficient!

October 24, 2007

Jennifer Villasenor
City of Huntington Beach
2000 Main Street
Huntington Beach, California 92648

File: IGR/CEQA
SCH#: 2007041027
Log #: 1851A
SR-1, SR-39

Subject: Huntington Beach Senior Center Project

Dear Ms. Villasenor,

Thank you for the opportunity to review and comment on the **Draft Environmental Impact Report (DEIR) for the Huntington Beach Senior Center Project.** The proposed project involves the construction of a new one-story senior center on an undeveloped portion of Central Park. The project site is located west of the intersection of Goldenwest Street and Talbert Avenue in the City of Huntington Beach. The nearest State routes to the project site are SR-1 and SR-39.

DOT 1

Caltrans District 12 is a commenting agency on this project and has no comment at this time. However, in the event of any activity in Caltrans' right-of-way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,

Ryan Chamberlain, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

City of Huntington Beach

SEP 27 2007

September 25, 2007

Ms. Jennifer Villasenor, Associate Planner
CITY OF HUNTINGTON BEACH DEPARTMENT OF PLANNING
2000 MAIN Street
Huntington Beach, CA 92648

Re: SCH#2007041027 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California

Dear Ms. Villasenor:

The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action: NAHC-1

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. NAHC-2

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for: NAHC-3

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section: .

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence. NAHC-4

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans. NAHC-5

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning and implementation

NAHC-5 cont'd

NAHC-6

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Native American Contacts
Orange County
September 25, 2007

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Officer
(909) 262-9351 - cell
(213) 489-5002 Fax
Gabrielino Tongva

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
31742 Via Belardes
San Juan Capistrano , CA 92675
(949) 493-0959
(949) 493-1601 Fax
Juaneno

Juaneno Band of Mission Indians Acjachemen Nation
Anthony Rivera, Chairman
31411-A La Matanza Street
San Juan Capistrano , CA 92675-2674
arivera@juaneno.com
949-488-3484
949-488-3294 Fax
Juaneno

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Adminstrator
4712 Admiralty Way, Suite 172
Marina Del Rey , CA 90292
310-570-6567
Gabrielino Tongva

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-920-9449 - fax
Gabrielino Tongva

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax
Gabrielino Tongva

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry , Tribal Manager & Cultural Resources
31742 Via Belardes
San Juan Capistrano , CA 92675
(949) 493-0959
(949) 293-8522 Cell
(949) 493-1601 Fax
Juaneno

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007041027; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California.

Native American Contacts
Orange County
September 25, 2007

Juaneno Band of Mission Indians
Alfred Cruz, Culural Resources Coordinator
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
alfredgcruz@sbcglobal.net
714-998-0721
slfredgcruz@sbcglobal.net

Juaneno Band of Mission Indians
Adolph "Bud" Sepulveda, Chairperson
P.O. Box 25828 Juaneno
Santa Ana , CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Sonia Johnston, Tribal Vice Chairperson
Juaneño Band of Mission Indians
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
(714) 323-8312
sonia.johnston@sbcglobal.net

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007041027; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Huntington Beach Senior Center; City of Huntington Beach; Orange County, California.

CITY OF HUNTINGTON BEACH

ENVIRONMENTAL BOARD

November 1, 2007

Jennifer Villasenor, Planner
City of Huntington Beach
2000 Main St
Huntington Beach, CA 92648

Subject: Senior Center – Draft EIR Report (No. 07-02)

At our November 1, 2007 meeting the Environmental Board reviewed the Draft EIR Report No. 07-02 for the proposed Senior Center. The following are our comments, concerns and observations. We understand few of the comments may be applicable to the project CUP and may not be appropriate to address in the draft EIR. Please include the applicable comments where they best fit, either the EIR, CUP. HBEB1

1. There is insufficient review of the alternatives to the proposed site. The relative environmental impact (positive and negative) of other locations is only briefly addressed. The proposed site at northwest corner of the Ellis Ave. and Golden West St. intersection appears to be a viable alternative. The report does not satisfactorily assess and evaluate the Ellis Ave and Golden West St. location for comparison. This information is essential for proper decision making to identify the most suitable location. HBEB2

2. The EIR report states that the development parcel is designated as Open Space-Parks & Recreation. The report mentions that the proposed Senior Center is an appropriate use as a recreational facility, thus is compatible with its land use designation.

   However, the current land use is undeveloped open space. The development of this open space parcel is a change in its current land use. The result is a permanent loss of open space at an optimum Central Park location. This is significant and should be stated as such in the EIR. The Board recommends that the loss of this open space parcel be mitigated in an appropriate manner. Mitigation for the loss of open space was recommended in the Board's prior project comments. HBEB3

3. The document mentions an appropriate landscape plan. As was mentioned in the Board's original comments, the City project should be held to a high standard and native drought-tolerant plants should be used on this project along with a smart water efficient HBEB4

irrigation system. It is recommend a plant pallet and landscape design is consistent with the natural area, which includes the Shipley nature center. HBEB4

4. The document mentions the use of reclaimed (grey) water for irrigation. It also states that the city currently does not have a grey water system. The Board suggests that provisions be put into the base design for that system if and when one comes online so this project can be easily retrofitted to accommodate it. HBEB5

5. The document has proposed hours of operation for Friday and Saturday night until 12 midnight. The EIR report should discuss in more detail potential weekend operation on Saturday and/or Sunday and the impacts during the operation period. HBEB6

6. The document mentions Irreversible Environmental Effects and briefly discusses energy usage. In the Board's original comments, we recommended that this City project should be held to a high standard (possibly as mitigation for #2 above) than normal projects. The Board recommends the City take a leadership role and achieve a level of LEED certification with the project. HBEB7

Sincerely,

Craig Justice, Chair H.B. Environmental Board

Huntington Beach Senior Center - Draft Environmental Impact Report

Comments to EIR - October 30, 2007

Submitted by Antony Brine, P.E., T.E.

Chapter 2:

Page 2-4:

MM 4.1-3(a) ; prismatic glass coverings and cutoff shields should be required, (not *where feasible*), to prevent lighting spillover off site. BRIN1

MM 4.1-3(e); trees should be placed around the entire parking lot that will shield all headlights to adjacent homes. BRIN2

Page 2-15:

MM 4.9-1(a); any construction hours prior to 8:00 a.m. and after 6:00 p.m. are not compatible with the surrounding residential neighborhood. Construction of this facility on Saturdays is certainly not compatible with the immediately adjacent park. BRIN3

Chapter 3:

Figure 3-8;

Significant landscaping should be placed on the west side of the property to shield lighting from buildings and lessen the noise impacts to the adjacent residential neighborhood. Landscaping should be placed at the bottom of the driveway entrance, and at the end of the southerly drive aisle to shield headlights to adjacent homes. BRIN4

Section 3.3.3 and Table 3-3:

The late operating hours (normal hours until 10:00 p.m. on weekdays and weekends) are not appropriate for the surrounding park and residential neighborhood. The hours for special events are especially disturbing. (Until 10:00 p.m. on Sunday through Thursday, and specifically until 12:00 a.m. on Fridays and Saturdays) These hours are simply not compatible with the surroundings. If you add the operating hours for a one week period (Monday through Friday), the total hours of use clearly indicate that the center is to be used more often for Community Center type activities, classes etc., than as a Senior Center. This project is being discussed primarily as a "Senior Center", yet the general uses described would suggest otherwise. BRIN5

There needs to be more specific discussion in the EIR regarding the classes and actitivies that are planned for normal operation (daytime and evening). Are these classes available to all residents, such as art classes, exercise classes, etc.? Are these the types of classes BRIN6

presented in the SANDS ? If there are a significant number of community classes held at the center, then the traffic trip generation rates (which were established based on Senior Center uses only) are not appropriate. The uses and the trip generation rates for a community center are different from a senior center. Generally trip generation for a community center are generally higher than for a senior center. This needs to be addressed in the Transportation section of the EIR. BRIN7

The EIR should include descriptions of the types of special events that would be held in the multi-purpose room. I anticipate the multi-purpose room will be scheduled for large parties, wedding receptions, large corporate events, etc. Again, special events will generate a different trip generation than a senior center use. There should be more restrictive hours for special events than are shown. This is a new facility, and the uses should be planned based on the fact this is a new project. Any precedents, as far as community uses, should not be a factor in the design of this facility and the proposed uses. This project was voted by the community to be a "Senior Center", a "humanitarian" facility. In fairness to the community, based on the discussion of the project in the ballot Measure T, this project should be designed as a Senior Center, not as a Senior and Community Center. BRIN8

Chapter 4:

Page 4.8-5:

It should be clearly addressed in the EIR how the project will not impact the existing Shipley Nature Center, including the wildlife that exists within the center, and the migratory wildlife through Central Park. BRIN9

Page 4.9-14:

It is discussed that the proposed project "may have a significant impact" if "a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project". I believe that the construction activities specifically, and also potential noise from large events in the community hall, are a temporary and periodic increase in noise above existing noise levels. BRIN10

Page 4.9-18

In this section, it is stated that programs could be extended onto the outdoor patio which adjoins the multi-purpose rooms. What are the programs being considered? Any type of program that includes live or recorded music which is amplified should not be allowed on, or near, the patio. For example, if there is is a wedding reception with live or recorded music, the project should be conditioned to require all amplified noises to be confined indoors and all doors to the patio be closed at all times. BRIN11

This section only discusses noise related to "normal human conversation". The EIR goes on to conclude that "As such the noise associated with special events such as wedding BRIN12

receptions" is less than significant. The information provided in this section would appear to indicate that the only noise studied in the EIR in relation to special events, such as wedding receptions, is human conversation. Clearly, other noises associated with all of the proposed facility uses, such as amplified music, etc. needs to be analyzed and discussed in more detail in the EIR.

BRIN12

Impact 4.9-2

This section discusses the potential for groundborne vibration. Will there be piles driven as a part of the foundation for the building? If there is this type of construction, then there will be significant noise and vibration impacts to the adjacent residential neighborhood.

BRIN13

Page 4.12-2 (Transportation/Traffic)

For a project that generates 3,395 daily trips, it is amazing to me that the traffic impact analysis for this project included only three (3) intersections. Based on the project trip distribution, there are other primary intersections in the city that should have been studied. With twenty-five (25) percent of the traffic headed north on Goldenwest, the intersection of Goldenwest/Warner should be studied. This is an intersection that probably has a Level of Service E or F today. Any addition of traffic to that intersection will probably cause a significant impact. With twenty (20) percent of the traffic headed south on Goldenwest, then the intersections of Goldenwest/Garfield and Goldenwest/Yorktown should be included. The Yorktown intersection is particulary congested in the AM peak hour with school traffic. This project includes 334 AM peak hour trips. There is a real chance that the project traffic will impact the LOS at this intersection.

BRIN14

Page 4.12-14

When the trip rates were developed for this project, the traffic engineer collected counts at the Oasis Senior Center in Newport Beach. Did the traffic engineer discuss with the City of Newport Beach the precentage of seniors that use buses to get to their facility? The Oasis facility is operationally different in a number of ways. Their facility has two separate parking lots that are separated by a secondary roadway. One lot has 97 spaces and the other has 90 spaces. In discussions with their Senior Services department, approximately ten (10) percent of their seniors arrive at the facility by bus or van. Another ten (10) percent arrive to the center by walking from their homes in the immediately adjacent Corona del Mar neighborhood. The facility may be similar in nature, but the socio-economic needs of their seniors are different. This effects the trip generation rates of the two facilities. These factors should be discussed and addressed in the EIR. As it relates to trip generation, this is not an "apples-to-apples" comparison.

BRIN15

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, September 24, 2007 7:36 AM
To: Nathan, Tamarine J
Subject: FW: Senior Center DEIR

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Saturday, September 22, 2007 9:29 PM
To: Villasenor, Jennifer
Subject: Senior Center DEIR

Hi Jennifer -

I think the EIR should also consider the alternate site of the opposite corner of Goldenwest and Talbert. The center could be built at the end of the existing Sports Complex parking lot, which is never used. Since the fields are mostly used in the evenings, the parking lots could easily be shared. I think this would result in a significant savings to the city. The parking lot, and entrances already exist. Ground mitigation has already been done. The area sits empty now. Thanks. Larry Geisse

GEIS 1

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, October 15, 2007 9:21 AM
To: Nathan, Tamarine J; Lau, May Ye
Subject: FW: Senior Center

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Friday, October 12, 2007 9:07 PM
To: Villasenor, Jennifer
Subject: Re: Senior Center

Thanks Jennifer, I appreciate the response. Can you send him the last email I sent you, as it contains some reasoning why the site would be better based on the DEIR? Thanks again. Larry

The EIR should look at alternative sites. The one most promising would be across the street in the parking lot of the Sports Complex. It is not used now, would offer parking already there, has the soil clean-up completed, has utilities in, and would not requite elevation changes. It would save the city a lot of money to do it there.

-----Original Message-----
From: Villasenor, Jennifer <JVillasenor@surfcity-hb.org>
To: lgeisse@aol.com
Sent: Fri, 12 Oct 2007 9:23 am
Subject: RE: Senior Center

Larry,

Thank you for your comment. I did receive your comment last week and forwarded it to our environmental consultant that prepared the draft EIR. Responses to comments will take place after the end of the comment period (October 31st). Thanks again.

From: lgeisse@aol.com [mailto:lgeisse@aol.com]
Sent: Friday, October 12, 2007 7:52 AM
To: Villasenor, Jennifer
Subject: Senior Center

Jennifer -

I sent this comment a week or so ago and didn't hear back.

The EIR should look at alternative sites. The one most promising would be across the street in the parking lot of the Sports Complex. It is not used now, would offer parking already there, has the soil clean-up completed, has utilities in, and would not requite elevation changes. It would save the city a lot of money to do it there.

GEIS 2

Let me know if you are going to include this in suggestions.

Thanks. Larry Geisse

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Wednesday, October 03, 2007 1:09 PM
To: Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: Comments on Senior Center Initial Study - Suggestion

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From: Robert Haben [mailto:habenrl@earthlink.net]
Sent: Wednesday, October 03, 2007 12:03 PM
To: Villasenor, Jennifer
Subject: Comments on Senior Center Initial Study - Suggestion

Robert Haben
habenrl@earthlink.net
EarthLink Revolves Around You.

Dear Jennifer, I'm writing to suggest that a pool needs to be added to the Senior Center plan. As one ages, swimming is the best way to keep the bones and muscles working. Huntington Beach needs to plan for the future and not be cheap about providing for seniors. Other cities where I have been have more that craft centers for the aged. Please convey this suggestion to the proper authority. Thank you. Bob and Sue Haben 714-8461042 16542 Charleyville Circle H.B. 92649

HABE 1

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Wednesday, October 31, 2007 8:46 AM
To: Lau, May Ye; Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: HB Senior Center EIR

-----Original Message-----
From: patricia kreamer [mailto:pat_kreamer@verizon.net]
Sent: Wednesday, October 31, 2007 12:41 AM
To: Villasenor, Jennifer
Subject: HB Senior Center EIR

Dear Ms. Villasenor,
Thank you for the opportunity to comment on the EIR for the Senior Center.
Pat Kreamer
18111 Lakepoint Lane
Huntington Beach, CA 92647
714-625-6750

Aesthetics
Concerns: The architecture and placement of the designed center does not compliment a park setting.
The center appears to be able to take advantage of the beauty of the park, but the park is not looking at something designed to blend in with the park. It looks dropped in. Also, the footprint taken up for parking spaces takes up as much land as the building, and it pushes the actual Center farther into the park, which sets up other issues for EIs.
Suggestions: Use rarely-used parking spaces across the street bordering Goldenwest, and have handicapped parking on the west side near the Center. There are requirements for having a parking space ratio for a new building, however since this is all city property, extra parking spaces could be applied or shared across the street to meet the quota.
As for walking distance, I think of the distance people walk from the parking lot at HB City Hall to the different city buildings could be the same distance as walking across the street (Golden West) from the parking lot to a Center. Likewise walking from any parking lot to the Segerstrom concert hall.
Or parking in a mall. Possibly an electric cart could also patrol and shuttle people. Another factor is that if the parking is located west of Golden West, the non-senior public will use the spaces. It is too popular a park and would require parking monitoring.

Another thought is building the Center in the Park near Slater next to the Verizon parking lot. There are already buildings there, and parking lot, so another building and more parking does not look so out of place. The area is already used by many seniors who walk there. It would be easier to design a building, even two stories with a parking structure, that could architecturally blend in with the environment.

KREA 1

"Degrading visual character" seems subjective. The visual character I currently enjoy, in my subjective view, is to be able to look up towards Golden West from the park below and see a large swath of land connect with sky without large obstruction of buildings. I am allowed a sense of looking into the distance. Likewise, driving or walking at Golden West looking towards the park, I see into an uninterrupted distance, or look down into trees and grass and dirt.

KREA 2

LIGHT
I live near Edwards and Inlet, near the dog park. I can see the lights from the ball fields at night from my home. I'm concerned a Center protruding into the park will have a very negative impact. If I can see the ball park lights, surely the lights from the Center will be unavoidable.

KREA 3

There is the nocturnal life in the park to consider, too. I've seen the park serve

KREA 4

as a corridor for coyotes going back and forth from the meager open space they have on Seapoint to the Nature Center and the bushes along Golden West. The coyotes serve a purpose in controlling the rabbits and squirrels, which need to be controlled because of the damage and erosion they cause to the walls of the water canals and waterways. The added light would keep the coyotes away. Particularly motion detector lights. That would be a negative impact.

Also, I've gone at midnight to watch large flocks of migrating birds land in the lake at night because its such an amazing sight Would additional light impact their migrating patterns?

KREA 4

The existing pale light aimed down from pole lights into the park allows the darkness to dominate the night. Preserving space to walk at night that has an absence of light or minimal light is rare in a city, and should be preserved. If the Center were built where it is currently planned, would parking lot lights have to be on all night? Would bright security lights have to be on all night? If I walk in the park, will I see the light spilling across the park casting shadows towards the homes fringing the park where once there was darkness?
I see the lights from the ball fields from my home.
When there are events at the proposed center, will I also see those lights? When cars drive in and out of the parking lot, will their lights beam out across the park? Again, the absence of light at night in a dense cityscape is rare and valuable. Once the darkness is lost, will we ever get it back?

KREA 5

SOUND
From my home I currently hear noise from events at the ball field, and bands from the summer concert series by the library. When events take place in the park below the proposed center, I can hear the music well enough to sing along. If the Center has events, the music and noise will come from a hill top, I can't imagine how the sound will carry. At night time this is not acceptable and would cause an auditory nightmare in a peaceful park. Using the Center for events that last into the evening are a source of noise pollution to the community. It would be another example of the Center benefiting from the park but the park not benefiting from the Center.

KREA 6

Hydrology
Use the parking lot across the street. It is already designed to deal with stormwater runoff that carries contaminants from cars.

KREA 7

Other:
No matter where the Center is built, is it a LEED building? Where will it get its energy? Solar panals?
How will it conserve its water? Is the landscaping indigenous and able to survive in a dry desert climate? How will it be heated? Will the materials used inside produce off-gasses that may effect sensitive seniors' health?

KREA 8

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Monday, September 24, 2007 8:25 AM
To: Nathan, Tamarine J
Subject: FW: senior center

From: Margern@aol.com [mailto:Margern@aol.com]
Sent: Monday, September 24, 2007 8:23 AM
To: Villasenor, Jennifer
Subject: senior center

Why is there not a pool for therapy? Most seniors have some arthritis or others types of joint problems that benefit from warm water exercises. It is an insult to our seniors not to offer this type of therapy, as most other cities offer in their senior centers.

MARG-1

Thank you for listening.

From: Villasenor, Jennifer [JVillasenor@surfcity-hb.org]
Sent: Thursday, October 04, 2007 3:50 PM
To: Nathan, Tamarine J
Cc: Dominguez, Dave
Subject: FW: Comments on Senior Center

From: PARS11@aol.com [mailto:PARS11@aol.com]
Sent: Thursday, October 04, 2007 3:45 PM
To: Villasenor, Jennifer
Subject: Comments on Senior Center

The reasons for placing the proposed Senior Center near the Central Park Library do not make sense.

1. The largest concentration of seniors in Huntington Beach is actually in S. E. Huntington Beach. Landmark Senior Living not to mention three mobile home parks located in this section of Huntington Beach would seem to dictate that the new Center might better be placed at the proposed Kettler School site. This site has nearly $3,000,000 in upgrades and remains vacant. Seniors from Landmark could use the stop light at MiraMar and Atlanta to WALK, yes walk, to the center. Improvements and additional structures and walkways could lead directly to Edison Park and the Edison Community Center. Additionally, the Kettler School site is near a well serviced shopping mall containing a Von's Super Market, dry cleaning, a dentist, Hallmark Shop, beauty shop and supply and a bank on the corner. The currently proposed site at the Library is very limited. In fact, the senior would be close to nothing at all.

MOSH 1

2. Statistics that are used in support of choosing the current Central Park site are woefully inadequate and prove nothing at all. Even tho 16% of Huntington Beach may be 60 or older, there are NO statistics that say how many senior actually USE the center now available to them. To surmise that a leap from the current Roger's Senior Center to 45,000 sq. feet is defendable is nonsense. Nothing supports that figure, not even your chart of Comparative Standards. Using these standards is sheer speculation on the part of a group of a few well placed people in Huntington Beach to want to build a monument to themselves. In my opinion this center has relatively little to do with numbers and use, it has to do with huge egos.

MOSH 2

3. LPA, Inc., did a poor job not only in investigating other sites thoroughly, but in writing the report itself. For a fact, the Huntington Beach City School District was NOT notified that it was even the #3 site considered except by word of mouth. How many other sites got exactly this same "investigative" insight? They wrote what the Bauer/Detloff group wanted to see.

MOSH 3

The ballot measure passed by such a small majority, the city does NOT have a mandate to build at this location. It is a clever ruse, or maybe not so clever after all.

MOSH 4

The building of this site at Central Park will use all park funds available (Quimby funds) to other parks for much needed repairs and up-keep. This may be illegal.

MOSH 5

I do not support building the senior center at Central park at such an astonishing cost.

MOSH 6

Merle Moshiri
8802 Dorsett Dr.
Huntington Beach, CA 92646

Sept.26,2007

City of HB Planning Dept.
%Jennifer Villasenior
2000 Main Street
HB CA 92648

City of Huntington Beach
OCT - 1 2007

Re: Comments on the DEIR for Senior Center

2. 6 Alternatives
   1. No project
   2. Reduced project
   3 Alternate site.

   Any of these alternatives are preferable to the proposed project of a 45,000 square foot building on park land — MURP 1

From the Summary

1. 2.3-Summary of proposed project table 2-1
2. Building height

   "height of the bldg with architectural features will be for a one story building 46 ft." **What is the City's standard for height of a one story building? Is there a variance for this height**? — MURP 2
3. Aesthetics

   Impact 4-1-1

   "implementation of the proposed building would not substantially effect the scenic vista" **How could a 49 ft high building not ?** — MURP 3
4. Air quality

   Impact 4.2-1 peak construction activities associated with the project (b could generate emissions that exceed SCAGMD thresholds" Potentially significant. The public recourse is call the person in charge. **I don't feel that's enough of a solution. This DEIR should demand it not exceed the thresholds** — MURP 4

   Impact4.2-3" daily operation of the project would not generate .emissions that exceed SCAQMD thresholds. **What if it does?** — MURP 5

5. Biological

Impact 4.3-1 (2) "---If an active nest of a sensitive species is identified on site(per established thresholds) a 250-foot no work buffer shall be maintained between the nest and construction activity until the DFG and/or USFWL approves any other mitigation measures. **Project should stop. The birds will not nest and the babies will die** MURP 6

MM4.3-1 (b)Burrowing Owl 2. If unoccupied Burroughs are found during the non-breeding season the city may collapse the unoccupied Burroughs or otherwise obstruct their entrances to prevent owls from entering or nesting in Burroughs measure would prevent inadvertent impacts during construction. **What kind of reason is that to obliterate burrowing owls from nesting so the construction can proceed?** MURP 7

MM 4-3-2 Development of the proposed project would have a substantial adverse impact to raptor foraging habitat .**Check the reason for Bolsa Chica Lower Bench being saved. Raptors need large open areas for foraging I don't think""city owned and preferably nearby "mitigates the needs** MURP 8

6. Impact4.12-2 Mm The project shall provide an additional northbound through lane at the intersection of Goldenwest and Slater .This **can be provided by restriping the existing right turn lane,without any physical rewidening. This is impossible. The Shipley turn-in to their parking is not mentioned plus seniors driving Goldenwest slowly looking for the senior center which can't be seen from the street is going to cause innumerable accidents. This MM should not be considered mitigated.** MURP 9
7. MM 4.12-4None of these mitigating recommendations will satisfy. Example Slower pedestrian green to accommodate a slower walk. T **This was the reason this senior center was recommended for seniors so they could walk over to the library. How long will the green be for a senior to get across Goldenwest. Try it anyone and time it? Traffic will be tied up all day** MURP 10
8. RecreationImpact4.11-2Implementation of the proposed project area would not effect existing passive recreational opportunities. **Many** MURP 11

schools in the area use the site and have for years for their cross country practice and meets. I have talked to many coaches who are against this site being developed. MURP 11

9. Transportation and traffic 4.12-1
10. Construction of the proposed project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity.
How can you think a 46,000 sq. foot Community center won't increase traffic when all that was there previously was open space?. Traffic should be a mitigation problem. MURP 12
11. Impact4.4-2 and 4.4-3 Native American burials are a distinct possibility here. There are many indigenous people's artifacts and remains in the area. There should be a native American there at all times, This is not the answer MURP 13
12. I couldn't find the study for liquefaction which I feel is a high possibility. The water table is so high that Shipley's walking paths are flooded out in rainy season. It has to be a problem for diging basement and foundation for this 46,000 square foot building MURP 14

Respectfully submitted
Eileen Murphy

Eileen Murphy
201 21st Street
HB CA 92648

Please submit this to the public record regarding the proposed senior center and the EIR done in support of this project. My comments regarding the draft EIR dated 9/17/2007.

The existing land is noted to be "unvegetated, bare landscape". That is due to a pattern of pesticides and mowing by the city landscape department. WHIT 1

4.0 The implementation of the proposed project represents a departure from the land use identified for the site in the Central Park Master Plan." It is my belief that your proposed mitigation measures can not preserve intent of the master plan – the park should remain as passive recreation area as indicated in the Central Park Master Plan. WHIT 2

4.1-3 Light and glare impact noted as potentially significant. The EIR notes the introduction of new sources of night lighting and glare to the project area. Currently no such conditions exist for lighting impacts this significant on Central Park West. Further study should be conducted as to the impact on the residences surrounding the proposed site. WHIT 3

"The new sources of light could affect nighttime views of adjacent sensitive land uses and result in potential impacts."

"With respect to wildlife in the adjacent park and undeveloped open space areas, increased lighting from the project site could cause a substantial adverse change in habitat (a non-lighted condition to a lighted condition and an unoccupied condition to an occupied condition) that could adversely affect various species>" WHIT 4

How can you truly mitigate that?

The cumulative impacts of the proposed project on this parkland are not known at this time. "However, the increase in de4velopment intensity of the project site, when compared with current uses, contributes incrementally to the visual degradation of the area in terms of reducing the amount of undeveloped open space within Central park. This would be considered a significant cumulative impact of the proposed project>" The EIR speaks for itself of the issue of park land impact. , WHIT 5

4.2 Air Quality – as the primary source of pollutants that would affect the site are motor vehicle emissions, that impact is also significant and as yet untested given that there will be a significant increase in traffic at that location. WHIT 6

4.3-1 There are noted to be substantial adverse impacts on the sensitive plants, animals, and habitats. Please do all due diligence to be sure that these issues are addressed as mitigation doesn't cut it when you are losing habitat. WHIT 7

4.3-2 Of significant importance is the substantial adverse impact to raptor foraging habitat. More specifically, how will the need for 1:1 acreage replacement of raptor foraging habitat be accomplished? The Central park Master EIR notes that the site is intended for low intensity development and the implementation of the WHIT 8

proposed project is a departure from the the anticipated uses, which would result in a high intensity use of the site. The proposal must provide 5 acres of raptor foraging habitat in the area and Sully Miller lake does not represent the same topography necessary for raptor foraging. Flat open space bordered by tall trees does not exist at the mitigation site. The impact noted by the loss of foraging habitat is a significant piece of the master plan EIR noted for Central Park. WHIT 8

4.3- There is significant adverse impact to wildlife and migration corridors as the impact from the newly restored Bolsa Chica wetlands and its role in the migration corridor for many types of birds and wildlife is not fully known. Central Park is known to be a stopping route for many migratory birds. WHIT 9

In closing, the cumulative impacts regarding the environment in Central Park indicate and I quote, "the cumulative direct loss of undeveloped land and the potential removal of sensitive wildlife and habitat. Loss of sensitive habitat within the localized areas would further decrease the amount of this habitat within the immediate area and add to the cumulative loss of sensitive species in the region."

Don not insult the public to think that you can mitigate away the impacts noted in the City's own report and in direct quotes. Loss of habitat is significant. WHIT 10

4.5-8 Please be sure that studies are addressed regarding the water table – likely reached prior to 10 feet as noted in the EIR, and also on the soil. The expansivity of the clay type natural soils is in question and could have costly implications. WHIT 11

4.8-2 The existing site is zoned as a Low Intensity Recreation Area requiring a zoning change to the Central Park Master Plan. This should not be taken lightly and requires due diligence according to regulatory approvals. WHIT 12

4.9 Noise. The residential neighbors surrounding the park and proposed site are already affected by noise levels on days when the park is at capacity, or a sporting event is taking place. The impact on noise levels once the center is used as a rental facility until 10 pm will have an affect on the neighborhood and current noise levels enforced by the city. It is requested that this impact be given more consideration regarding the impact to the residential areas. WHIT 13

4.12 Traffic. This piece is also untested as there is no feasibility study pending as to participant numbers expected to utilize the new center. What numbers exist as to the use when all facilities are at capacity? (i.e. Library, Sports Complex, park, Shipley, Equestrian Center, Disc Golf). The impact to traffic on Goldenwest is significant and will impact emissions from motor vehicles. In addition, the turning of slower moving traffic into the fast moving 6 lanes of Goldenwest will be a safety hazard and was seen as a CON in the original study put forth by the city. WHIT 14

In conclusion, the loss of open space in Central Park and its subsequent impact on the environment, as well as residents and park uses will be significant. Therefore, it is WHIT 15

imperative that all attempts are made by the city and its planners to justify the need for this project as well to mitigate its impact on the park and its intended uses.

WHIT 15

Thank you,
Mindy White
17762 Carranza Lane
Huntington Beach, CA 92647

Senior Center Comment Meeting 10/11/-7 – Summary of comments

John McGregor
- Posed a question regarding the allocation of park money for the senior center — VERB-1

Stan Cohen –
- Asked about likelihood of library and sports complex users using the senior center parking lot — VERB-2

Pat Kreamer
- Asked for a clarification of alternatives analysis — VERB-3

Bob Detloff
- Offered comment that an excellent job was done on Draft EIR — VERB-4

Carol Settimo
- Offered comment that she is treasurer of Council on Aging and applauded PBS&J/staff on a job well done on Draft EIR — VERB-5

Pat Kreamer
- Asked if building was going to be LEED certified; — VERB-6
- Asked about traffic impacts – wanted to know what's to keep people from parking in senior center lot to use picnic tables/park area? — VERB-7
- Asked if we need all of the parking spaces that are proposed for project; — VERB-8
- Brought up parking and run-off – is there too much impervious surface? — VERB-9

Elmer Smith
- Are there going to be provisions for new/more restrooms for picnic areas/park area? — VERB-10
- Is there going to be a pool? — VERB-11
- Brought up use of Kettler School for possible senior center site — VERB-12

Tony Brine
- Wanted to make sure that project alternatives are thoroughly analyzed – specifically reduced use/project alternative; — VERB-13
- Recreation – concerned about after hours uses/functions – does not believe facility will be used solely for seniors; concerned about large community room; — VERB-14
- Concerned about project hours going until midnight – noise impacts from community room & amplified music from events – need to be addressed in EIR; — VERB-15
- 2 primary concerns: lighting and noise – impacts need to be conditioned on project, such as use of double paned windows, etc. — VERB-16

John McGregor

- Kettler School site would be a better project site

VERB-17

Stan Cohen

- Is elevation of parking lot higher or lower than building? Will there need to be steps going up or down to get from parking lot to building?

VERB-18

- Have provisions been made in floor plan for ADA accessibility – i.e. – extra wide hallways, doorways, restrooms?

VERB-19

Mary Siegel

- Asked about project hours? Made a comment in support of after hours use of building so that seniors that work can take advantage of classes offered at senior center; glad to see fitness room included in floor plan – wants design and use of building to accommodate younger and more active seniors

VERB-20

Ralph Bauer

- Likes to go dancing on Fridays and Saturdays – would like to see senior center open late;

VERB-21

- Mentioned reasons why Kettler school would not be viable alternative site for senior center: site was not available at time Measure T was passed; site has contamination; part of site is not usable

VERB-22

Pat Kreamer

- Concerned about location of new senior center – it is going to be a big change from quiet, peaceful area that is there now; concerned about noise at night;

VERB-23

- Wanted to know about approval process – wanted to know if everything about project has already been decided or when everything will be decided – next steps

VERB-24

John McGregor

- Mentioned that City should look into how much maintenance/ work is required to operate facility at night – said City should look at facilities in other cities to see how much work is required

VERB-25

Ralph Bauer

- Brought up the fact that after Planning Commission public hearing, the project can be appealed to the City Council

VERB-26

Elmer Smith

- Mentioned that Kettler school is available now

VERB-27

Charlene Bauer

- Mentioned that any aspect of the proposed project can be modified by the City Council

VERB-28

Huntington Beach Senior Center Project
DRAFT EIR PUBLIC COMMENT FORM

☑ **Please check this box if you would like to publicly share your comment at tonight's meeting.**

If you would like to **comment on the adequacy of the Draft Environmental Impact Report (EIR)** for the Huntington Beach Senior Center Project, please fill out the information below. Your comments will be included and addressed in the Final EIR. Please leave this comment form at the sign-in table before you leave tonight, or otherwise mail it in by **Wednesday, October 31, 2007** to:

Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) Tony Brine

Organization (optional) resident

Address _____

City _____ State _____ Zip _____

Phone _____ (optional) Fax _____ (optional)

E-mail _____ (optional)

SBRIN-1

Comments *(attach additional pages if needed)* _____

Note: All comments will become public information.

Huntington Beach Senior Center Project
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Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) Bob DeTTloff

DETT-1

Organization (optional) _____

Address _____

City _____ State _____ Zip _____

Phone _____ (optional) Fax _____ (optional)

E-mail _____ (optional)

Comments *(attach additional pages if needed)* _____

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Huntington Beach Senior Center Project
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KETTLER. SCHOOL

Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) JOHN McGREGOR

Organization (optional) _____

Address _____

City _____ State _____ Zip _____

Phone _____ (optional) Fax _____ (optional)

E-mail _____ (optional)

Comments *(attach additional pages if needed)* PLEASE TRY AND AQUIRE KETTLER SCHOOL FOR THE SENIOR CENTER, USE THE MONEY FOR IMPORTANT AND ESSENTIAL PROJECTS IN H.B. MCGR-1

Note: All comments will become public information.

Huntington Beach Senior Center Project
DRAFT EIR PUBLIC COMMENT FORM

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Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) Carol Settimo
Organization (optional) H.B. Council on Aging
Address 16542 Cooper
City H B State CA Zip 92647
Phone 8472029 (optional) Fax _____ (optional)
E-mail _____ (optional)

Comments *(attach additional pages if needed)* I am presently the volunteer treasurer for the non-profit organization H.B. Council on Aging. I work down at the old Senior Center. I would like to take this opportunity to applaud the planning & the EIR report work done so far for the new Senior Center. * It was a struggle to persuade our local residents how badly we need a new, larger & more modern center. We must keep up with the growing local Senior population. The time is now.
I hope all residents & community members can join up together and get this center built ASAP without more opposition & delays. Let's keep marching forward with this project with hopes of benefitting us all. SETT-1

Note: All comments will become public information.

Huntington Beach Senior Center Project
DRAFT EIR PUBLIC COMMENT FORM

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Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) Mary Gregg

Organization (optional) _____

Address _____

City _____ State _____ Zip _____

Phone _____ (optional) Fax _____ (optional)

E-mail _____ (optional)

Comments *(attach additional pages if needed)*

After hour programs classes are now being considered for ~~the~~ with evening hours. Center

After hour classes are now being considered for current center with evening hours. I support after hour programs

SIEG 1

Note: All comments will become public information.

Huntington Beach Senior Center Project
DRAFT EIR PUBLIC COMMENT FORM

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Jennifer Villasenor, Associate Planner
City of Huntington Beach
Department of Planning
2000 Main Street
Huntington Beach, CA 92648
Phone: (714) 374-1661

Name (optional) ELMER SMITH

Organization (optional) _____

Address _____

City _____ State _____ Zip _____

Phone _____ (optional) Fax _____ (optional)

E-mail _____ (optional)

Comments *(attach additional pages if needed)*

REST ROOM > SMIT-1

POOL SMIT-2

KETLER SMIT-3

LEVEL LAND SMIT-4

PLENTY OF PARKING SMIT-5

Note: All comments will become public information.

11.3 RESPONSES TO COMMENTS ON THE DRAFT EIR

11.3.1 Topical Responses

There were three issues raised in a number of the comment letters: (1) the use of the Kettler School as an alternative site, (2) funding for the proposed project, and (3) the suggestion of a pool. Therefore, topical responses have been prepared that consider the key points of the comments on each of these issue areas and present one consolidated response on each issue.

Topical Response-1 The school district board has not yet declared the Kettler School property surplus. Therefore, the City does not have the option to purchase the property under the Naylor Act. Consequently, the Draft EIR did not evaluate this property as an alternative site because the City's ability to purchase it is speculative. Instead, the Alternatives analysis focused on an alternative site located at the northwest corner of Goldenwest and Ellis. This property is already owned by the City, and thus, the known feasibility of developing the site is greater, which provides a more accurate analysis per CEQA standards.

Topical Response-2 Funding for the proposed project would be provided by park in-lieu fees, which became available due to an owner/participation agreement (OPA) for a particular downtown development. While the OPA calls for the developer to construct the senior center in-lieu of paying full Quimby fees, any park fee above and beyond that of the senior center's construction costs will be paid to the City. Total park fees have not yet been determined. All developments are required to comply with the City's park fee regulations. Thus, development of the proposed senior center would not result in the use of all available City park fees from project developments.

Topical Response-3 A swimming pool is not part of the proposed project, and is therefore not analyzed within this EIR. Additionally, the provision of such an amenity is not an environmental issue. However, the proposed Senior Center does include other recreational uses serving senior citizens (i.e., group exercise room and fitness room). In addition, the City Gym and Pool is located approximately two miles south of the project site along Palm Avenue. All comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

11.3.2 State Departments

Department of Transportation (DOT), October 24, 2007

DOT-1 Comment noted. The Department of Transportation, Caltrans District 12 has no comment on the Draft EIR at this time.

Native American Heritage Commission (NAHC), September 25, 2007

NAHC-1 A Cultural Resources Survey and Testing Report and a Paleontological Resources Assessment were prepared for the project site. As part of the report preparation, SWCA Environmental Consultants contacted the South Central Coastal Information Center (SCCIC), which is the appropriate California Historic Resources Information Center (CHRIS).

NAHC-2 The northern half of the project area lies within the recorded southern portion of prehistoric site CA-ORA-142. Therefore, a records search, Native American consultation, pedestrian survey of the property, and subsequent test trenching was performed to assess the presence of cultural resources. The findings are detailed in the Cultural Resources Survey and Testing Report prepared for the proposed project and summarized in Section 4.4 (Cultural Resources) of the Draft EIR. Intact portions of CA-ORA-142 were not identified in the area that would be impacted by the proposed project. While not expected, in the event that an intact portion of CA-ORA-142 is identified, it should be evaluated for California Register of Historical Resources eligibility with further management recommendations based on the results of that evaluation. Implementation of mitigation measures MM 4.4-1(a) through (c) require monitoring of construction activities by a qualified professional archaeologist and require the scientific recovery and evaluation of any archaeological resources that could be encountered, which would ensure that important scientific information that could be provided by these resources regarding history or prehistory is not lost.

NAHC-3 According to the Cultural Resources Survey conducted for the proposed project, the California NAHC's Sacred Lands File search indicated the presence of sensitive Native American resources within the vicinity of the project. Representatives from three Native American bands declared that the project area is sensitive for Native American resources including human remains. Representatives from three Native American groups (Gabrielino Tongva Indians of California Tribal Council, Juaneño Acjachemen Band of Mission Indians, and Juaneño Band of Mission Indians) have recommended Native American monitoring of ground-disturbing construction activities. As a result, mitigation measure MM 4.4-1(c) requires that the City arrange for a qualified Native American monitor to be present at the project site during all project-related ground-disturbing construction activities, including the recompaction of soils on the adjacent berm.

NAHC-4 Mitigation measures MM 4.4-1(a), MM 4.4-1(b), and MM 4.4-1(c) provide mitigation for impacts associated with archaeological resources. As previously discussed, these mitigation measures require monitoring of construction activities by a qualified professional archaeologist and require the scientific recovery and evaluation of any archaeological resources that could be encountered, thus ensuring that important scientific information that could be provided by these resources regarding history or prehistory is not lost.

NAHC-5 Mitigation measure MM 4.4-3 ensures the appropriate examination, treatment, and protection of human remains, including Native American human remains, as required by law. The lead agency would be working with the NAHC to assure appropriate and dignified treatment of Native American human remains and any associated grave liens in the event of the discovery of a burial, human bone, or suspected human bone.

NAHC-6 The lead agency has identified appropriate avoidance measures for the discovery of significant cultural resources during the course of project planning and implementation. Mitigation measures identified in Section 4.4 (Cultural Resources) provide mitigation for impacts associated with the discovery of cultural resources, including avoidance measures. Such mitigation includes, but is not limited to, the halt of construction activities within 50 feet of archaeological or paleontological resources discovered during ground-disturbing activities until the archaeologist/paleontologist evaluates the significance of the resource.

11.3.3 Regional/Local Agency

Huntington Beach Environmental Board (HBEB), November 1, 2007

HBEB-1 Comment noted. This comment contains introductory or general information, and it is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. Please refer to specific comments and recommendations below.

HBEB-2 This comment states that there is insufficient review of the alternatives to the proposed site. According to Section 15126.6 (d) of the CEQA Guidelines:

> The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the proposed project.

The alternatives analysis presented in Chapter 6 of the Draft EIR presents a comparative evaluation of the environmental issue areas that were analyzed for the proposed project for all three alternatives that were considered, including Alternative 3 (Alternative Site-Northwest Corner of Ellis Avenue and Goldenwest Street).

As discussed on page 6-2 of the Draft EIR, Alternative 3 was evaluated "for the purpose of reducing construction-related and operational noise impacts within the park by shifting development from the core of the park to the periphery, adjacent to a more developed environment. It would also preserve open space within the core area of the park and allow for subsequent improvement of the originally proposed project site with low-scale, low-intensity, and primarily passive recreational uses. This location was selected because of the favorable characteristics cited in the Huntington Beach Senior Center Feasibility Study (LPA 2006), the relatively centralized location of the site, and the accessibility provided by Goldenwest Street and Ellis Avenue (two major roadways) and an existing transit stop immediately south of the intersection on Goldenwest Street."

As is routinely practiced, due to the nature of such environmental documents, the alternatives discussion does not need to be presented in the same level of detail as the assessment of the proposed project. In Chapter 6 (Alternatives to the Proposed Project) of the Draft EIR, a brief description of the proposed Alternative was provided, which was followed by an analysis of each environmental issue area by threshold as it relates to the proposed Alternative site. In addition, the discussion provided a significance comparison for each potential impact in relation to that of the proposed project.

As mentioned on page 6-23 of the Draft EIR, it was determined that implementation of Alternative 3 would result in less significant impacts with respect to land use compared to the proposed project "due to the intended level of development prescribed in the Central Park Master Plan for the alternative site." However, it may result in greater impacts to noise and recreation. As discussed on page 6-23 of the Draft EIR, "Due to the presence of residential structures across Goldenwest Street and Ellis Avenue, which are in closer proximity to the alternative site than the proposed project, certain construction activities could increase vibration levels at nearby residences beyond thresholds established by the Federal Transportation Authority. As such, this impact, although temporary, would be considered potentially significant and greater than the proposed project." In addition, as discussed on page 6-24 of the Draft EIR, "If the senior center were developed on this alternative site, they [the equestrian center], would no longer be able to use the area for that purpose [overflow parking during large horse shows]. Therefore, since existing uses would be displaced and certain intended recreational uses may not be constructed under this alternative [such as the aquatics complex], potential impacts to recreational resources would be greater than the proposed project." All other potential impacts to environmental issue areas are largely similar to the proposed project, as discussed on pages 6-18 through 6-25 of the Draft EIR. A comparison of all three Alternatives was also provided in Table 6-1 to visually illustrate the potential significance of impacts compared to the proposed project (greater than, less than, or equal to).

Finally, the discussion of alternatives must focus on those capable of either avoiding or substantially lessening any significant environmental effects of the project, and Alternative 3 was not considered the environmentally superior alternative for purposes of the analysis.

HBEB-3 The commenter is correct in noting that although there are no currently designed uses for the project site, the Central Park Master Plan EIR analyzed the project site for the future development of passive recreational uses. While this intended use has never been implemented and the site remains undeveloped, the project site's current primary use is its contribution to the low-intensity development character of the area. The potential land use and recreational impacts resulting from development on such an area are analyzed in Section 4.11-2 (Recreation) and summarized in Impact 4.8-1 (Land Use and Planning) of the Draft EIR. In addition, development of a recreational facility such as the proposed project, is a conditionally permitted use within the OS-PR (Open Space—Parks & Recreation) zoning designation according to the Huntington Beach Zoning and Subdivision Ordinance.

As stated in Impact 4.11-2 (Recreation), the existing use of the project site qualifies as an undeveloped passive use recreational area, and the site primarily provides access to the formal path located to the west. Informal use occurs as park users walk through the site for access to the developed parkland and pedestrian path just west of the project site. In addition, nearby schools occasionally use the area as part of a larger cross-country route through Central Park, and incidental remote control vehicle use occurs on the site. Development of the proposed project site would change from a vacant area where limited recreational opportunities exist, to a site with a developed senior center where uses would occur during regular weekday hours, as well as occasional nighttime and weekend operations. The site would have more development than other areas west of Goldenwest Street, including McCraken Meadow, the disc golf course, and the Shipley Nature Center. However, the proposed senior center is compatible with adjacent recreational facilities, as it would neither hinder these activities nor detract from their enjoyment.

The total acreage for Central Park is 356 acres, of which 125 acres have been developed or planned for active use. These active use areas include the Sports Complex, Central Library, equestrian center, dog park, and the Parks Trees and Landscape yard. Other active use areas included in the total are miscellaneous facilities within Central Park, including the bandstand, amphitheatre, restaurants, the youth shelter and Adventure Playground. The remaining 231 acres of Central Park have been developed or planned for passive uses. As such, Central Park is divided into approximately 65 percent passive use areas and 35 percent active use areas. The loss of 5 acres for the proposed senior center site would only constitute a 2 percent loss of passive use area within the park. Additionally, there are four neighborhood parks within 1 mile of Central Park that are passive in nature. These include Baca Park (10 acres), Terry Park (5.5 acres), Green Park (4 acres) and Discovery Well Park (8 acres).

With respect to existing incidental uses that occur onsite, development of the proposed project would not preclude nearby schools from utilizing the existing trails throughout Central Park for cross country training, and the proposed project would include an accessible ramp along the new driveway (on the earthen berm) that could be used to access the formal path west of the site. Therefore, because implementation of the proposed project would not affect the existing recreational opportunities that surround the project site, and because development of the proposed project would not result in a substantial impact on passive recreation uses within Central Park, the loss of 5 acres of passive use is considered a less-than-significant impact.

HBEB-4 Comment noted. This comment is a project-related comment regarding the landscaping for the proposed project and not a direct comment on the content or adequacy of the Draft EIR. It does not raise any specific environmental issue. However, preliminary landscape plans do show a mix of drought tolerant and native planting materials. Several species that are found at Shipley Nature Center have been included in the plans. All comments will be forwarded to decision-makers prior to their consideration of whether to approve the proposed project.

HBEB-5 Comment noted. As discussed on page 4.13-7 of the Draft EIR, the Green Acres Project (GAP) is currently on hold and until such time that the GAP is operational, recycled water would not be available to serve the proposed project. However, a pipe is already located in Goldenwest Street for future use when recycled water does become available. This comment is project-related and suggests that provisions be put into the base design for the recycled water system if and when one comes online so that the project can be easily retrofitted to accommodate it. This is not a direct comment on the content or adequacy of the Draft EIR; nor does it raise any specific environmental issue. All comments will be forwarded to decision-makers prior to their consideration of whether to approve the proposed project.

HBEB-6 As discussed in Section 3.3.3 (Proposed Facility Uses) in Chapter 3 (Project Description) of the Draft EIR, the proposed Senior Center would be used for a variety of recreational programs and activities serving senior citizens. Primary uses include recreation and social services, and Seniors Outreach Program (transportation, meals, counseling/visitation). When recreational and social programs are not using the rooms in the center, they could be used for public meetings or receptions. The facility would primarily be used weekdays, from 8:00 A.M. through 4:30 P.M., but could be used until 10:00 P.M. on weekdays and until 12:00 A.M. on Friday and Saturday.

The analyses presented in Chapter 4 (Environmental Analysis) are based upon the potential environmental impacts that could result from construction and operation of the proposed project, as identified in Chapter 3, including the proposed hours of operation. Project-specific impacts that could be directly related to operational nighttime and/or weekend hours of operation are primarily based upon aesthetics (light and glare), noise, and traffic issues. Each of these Sections (4.1, 4.9, and 4.12, respectively), as well as all

other sections in the Draft EIR, provided the most conservative analysis (also referred to as the worst-case scenario).

Mitigation measures MM 4.1-3(a) through (e) were provided in Section 4.1 (Aesthetics) to ensure that the lowest levels of illumination would be required, lighting on site would not remain at all times during the nighttime hours, and trees and barrier-type vegetation would be placed onsite to shield vehicle headlights from adjacent uses. These mitigation measures would reduce nighttime light and glare impacts to less-than-significant levels (regardless of the hours of operation).

In addition, as reflected in Section 10.2 (Text Changes) of this Final EIR, the text on page 4.9-18 (Noise) has been clarified to reflect that any amplified sources of noise that could occur at the proposed Senior Center (such as special events on the weekend or at night) would be required to comply with the City's Noise Ordinance exterior noise standards. Compliance with this existing City regulation would prevent noise impacts to nearby residences, the closest of which are approximately 800 feet to the west of the project site. Noise levels of senior center operations as heard from nearby residences would be no greater than 55 dBA from 7:00 A.M. to 10:00 P.M. and 50 dBA from 10 P.M. to 7 A.M.

Further, the Traffic Report prepared for the proposed project (Appendix 10 of the Draft EIR and summarized in Section 4.12 [Traffic/Transportation]) provided a weekend trip analysis in addition to the typical weekday trip analysis. As discussed in Impact 4.2-2, "On a typical Saturday, the project is projected to generate a total of 1,577 trip-ends per day, with 222 vehicles per hour during the peak hour." As shown in Table 4.12-7 (Intersection Analysis for Interim Year [2012], With and Without Project Weekend Conditions), the Level of Service (LOS) at the study area intersections would remain acceptable (Los A and B at all intersections). Consequently, weekend operations of the proposed project would not result in any significant impacts.

Therefore, as shown in the discussion above, the Draft EIR analyzed the potential weekend operation on Saturday and/or Sunday as well as the potential impacts during the operation period, as requested by the comment.

HBEB-7 Comment noted. This comment suggests that the project be designed to achieve a level of Leadership in Energy and Environmental Design (LEED) certification. Presently, the proposed senior center is not anticipated to be LEED-certified due to limited funding sources. However, design elements similar to LEED standards will be integrated into the project (e.g., installation of low-flush water devices, waterless urinals, drought-tolerant landscaping, bioswales, and roofing materials), and the proposed project would be required to conform to the energy conservation standards specified in the California Code of Regulations (CCR) Title 24. Additionally, this comment suggests that LEED certification could potentially be used as mitigation for the loss of open space. Refer to HBEB-3 for a detailed discussion regarding the loss of open space. As discussed in HBEB-3, the project would not result in a significant impact with regard to the loss of

passive use areas; thus, no mitigation is necessary (CEQA Guidelines Section 15126.4(a)(3)). Further, per CEQA, there must be a nexus, or a rough proportionality, between the impact and the mitigation measure. The provision of a LEED-certified building would mitigate an impact that was found to be significant in regards to inefficient use of energy. As discussed in Impact 4.13-10 in Section 4.13 (Utilities and Service Systems), conformance with CCR Title 24 requires the enforcement of efficient energy use and would ensure that the proposed project would have a less-than-significant impact with respect to the wasteful or unnecessary use of energy.

11.3.4 Individuals

Antony Brine (BRIN), October 30, 2007

BRIN-1 Mitigation measure MM 4.1-3(a) has been modified as suggested by the commenter. The revision is provided on pages 10-1 and 10-3 in the Text Changes section of the Final EIR (Chapter 10, Volume II) and is as follows:

MM 4.1-3(a) *All exterior nighttime lighting shall be angled down and away from the adjacent open space areas. Prismatic glass coverings and cutoff shields shall be used ~~where feasible~~ to further prevent spillover off site.*

BRIN-2 Perimeter landscaping along the west project boundary line, although not reflected in the preliminary landscaping plan (Figure 3-8 of the Draft EIR), will be required as part of the project requirements and conditions.

Mitigation measure MM 4.1-3(e) has been modified to clarify that the entire perimeter of the project site will be landscaped with trees. The revision is provided on pages 10-1 and 10-3 in the Text Changes section of the Final EIR (Chapter 10, Volume II) and is as follows:

MM 4.1-3(e) *Trees and barrier-type vegetation should be place ~~on~~ throughout the site, including along the entire perimeter, to help shield vehicle headlights ~~in the parking areas and access road~~ from adjacent uses ~~to the north and south~~.*

BRIN-3 Mitigation measure MM 4.9-1(a) is Measure Noise-3 from the Central Park Master Plan EIR. The hours of construction, as set forth in this mitigation measure, are more restrictive than the City's Noise Ordinance, which exempts construction noise between 7 A.M. and 8 P.M. on weekdays, including Saturdays. Thus, the City (as set forth in the Central Park Master Plan and carried forward in this mitigation measure), has reduced the permitted construction hours of development within the park in consideration of park patrons and nearby residences. As a result, this mitigation measure ensures that construction hours are compatible with those set forth in the Central Park Master Plan EIR.

BRIN-4 According to Figure 3-8, the preliminary landscaping plan indicates that a mix of trees and shrubs will landscape the west side of the project site. While the figure is only a conceptual landscaping plan and final landscaping will be determined by the City, a sufficient number of trees in the park's picnic area and along Crestview Drive (where the nearest residences are located) provide landscaping that would also serve as a buffer for potential noise or lighting impacts. In addition, as discussed above in BRIN-2, perimeter landscaping along the west project boundary line, although not reflected in the preliminary landscaping plan, will be required as part of the project requirements and conditions. The entire perimeter of the project site (including the parking lot) will be landscaped with trees, and mitigation measure MM 4.1-3(e) has been modified to reflect this change.

BRIN-5 This comment is a project-related comment regarding the hours of operation for the proposed project and is not a direct comment on the content or adequacy of the Draft EIR. Please refer to HBEB-6 for a detailed discussion regarding the potential impacts with respect to operating hours of the proposed project.

BRIN-6 Although the type of classes and activities that could be offered at the proposed senior center does not pertain to the environmental analysis in the Draft EIR, the classes offered at the current senior center (and planned for the new center) are specifically designed for older adults. They include dance classes, bridge, martial arts, art classes, etc. These classes are advertised in the quarterly Sands recreation guide. The current senior center offers both social services and recreational activities that are offered during daytime and nighttime hours. Most cities offer classes and activities in the same manner as Huntington Beach at their senior centers and, in fact, often refer to their facilities as "multi-generational." In regard to impacts on the surrounding park for evening activities, the City currently has community centers that operate within the hours mentioned by the commenter. Both centers are within parks and adjacent to residences. Please refer to HBEB-6 for a detailed discussion regarding the potential impacts with respect to operating hours of the proposed project.

BRIN-7 Please refer to Chapter 9 (Summary of Additional Air Quality and Traffic Analyses) for a discussion regarding the adequacy of trip generation rate estimates, and Chapter 10 (Text Changes) for clarifications to Section 4.12 (Transportation/Traffic). Community center activities do occur at the Oasis Senior Center in Newport Beach, which was selected for use in collecting trip generation data for the proposed project. Through discussions with City staff, it was determined that the Newport Beach Oasis Senior Center is the best possible match available because the facility operates in much the same manner as that proposed for the project. Typical senior center classes and activities are held during primary operating hours and the facility can also be used for special events during nighttime hours. As discussed in Section 4.12-3 of the Draft EIR and reflected in Table 4.12-4 and Table 4.12-5, daily project trip generation rates are based on the Institute of Transportation Engineers' peak to daily relationships for community centers.

Therefore, appropriate trip generation data were utilized in the Traffic Report prepared for the proposed project.

BRIN-8 As discussed above, although the type of special events that could be offered at the proposed senior center does not pertain to the environmental analysis in the Draft EIR, as discussed in Section 3.3-3 (Proposed Facility Uses) in Chapter 3 (Project Description) of the Draft EIR, the proposed Senior Center would be used for a variety of recreational programs and activities serving senior citizens. Primary uses include recreation and social services, and Seniors Outreach Program (transportation, meals, counseling/visitation). When recreational and social programs are not using the rooms in the center, they could be used for public meetings or receptions. Please refer to BRIN-7 for a discussion regarding the adequacy of the trip generation rates used for the proposed project. The commenter states that the project should provide more restrictive hours for special events. All comments will be forwarded to decision-makers prior to their consideration of whether to approve the proposed project.

BRIN-9 The proposed project would have no direct impact on biological resources within the Shipley Nature Center since the project would not encroach the property. As discussed in Impact 4.3-1, mitigation measures MM 4.3-1(a) and (b) would require surveys for sensitive avian species, raptors and MBTA-protected species, and include impact-avoidance measures to ensure that the substantial loss of these species will not occur. Although implementation of the proposed project would remove approximately 5 acres of existing foraging habitat within the currently-designated Low Intensity Recreation Area, implementation of mitigation measure MM 4.3-2 would ensure impacts to raptor foraging habitat would be mitigated at a ratio of 1:1, as discussed in Impact 4.3-2. Further, as discussed in Impact 4.3-3, the proposed project would not have a substantial adverse impact to the movement of native resident or migratory fish or wildlife species since the project site is not a part of a major or local wildlife corridor/travel route. Consequently, project-specific impacts to biological resources were determined to be less-than-significant as a result of the required mitigation measures. As such, the proposed project would not result in any significant impacts to wildlife that exists within the existing Shipley Nature Center.

BRIN-10 As discussed in Impact 4.9-1, noise from the project's construction activities would not exceed standards established in the Huntington Beach Municipal Code. As discussed in BRIN-3, noise sources associated with construction are exempt from the City's Noise Ordinance between 7 A.M. and 8 P.M. on weekdays, including Saturdays. Mitigation measure MM 4.9-1(a) would limit the hours that construction could occur to standards even more restrictive than the City's Noise Ordinance. Noise generated from the senior center's operations would be required to comply with the City's Noise Ordinance exterior noise standards to prevent potential noise impacts to park patrons and nearby residences. Additional mitigation measures initially identified in the Central Park Master Plan EIR and City requirements (both of which are identified under Impact 4.9-1) would minimize noise impacts associated with construction and operational activities.

BRIN-11 Please refer to BRIN-12.

BRIN-12 The EIR has been revised to clarify potential noise impacts associated with operations of the proposed project, specifically, special events. The revisions are provided on pages 10-3 and 10-4 in the Text Changes section of the Final EIR (Chapter 10, Volume II) and are as follows:

> The closest sensitive receptor is located approximately 800 feet to the west of the proposed project site. As such the noise associated with human conversation from special events such as wedding receptions would attenuate at a rate of 6 dBA per doubling of distance to levels of approximately 43 dBA, which would be below the City of Huntington Beach Noise Ordinance Exterior Noise Standards. In addition, special events held at the project site during operation could include the use of loudspeakers, amplified music, and other sources of amplified noise. These amplified noise sources would be required to comply with the City of Huntington Beach Noise Ordinance exterior noise standards, shown in Table 4.9-6 above. In compliance with this regulation and to prevent noise impacts to nearby residences, the noise level of senior center operations as heard from nearby residences would be no greater than 55 dBA from 7:00 A.M. to 10:00 P.M. and 50 dBA from 10 P.M. to 7 A.M. Therefore, increased noise associated with operation of the senior center, including those associated with special events, would ~~be below~~ adhere to the established standards and would be considered ***less than significant***.

All development within the City, including the proposed senior center, is required to comply with the City's Noise Ordinance. In order to ensure compliance with the Noise Ordinance, the City could elect to monitor overall noise levels during special events (e.g., loud speakers, live bands, etc.) as a condition of the conditional use permit. All recommendations and comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

BRIN-13 Construction activities will not involve pile driving; rather, construction of the proposed senior center would include excavation and recompaction of soils. As discussed in Impact 4.9-2, construction activities associated with the proposed project would not generate or expose persons off site to excessive groundborne vibration. While certain construction activities could potentially generate groundborne vibration, the residential neighborhood located approximately 800 feet west of the project site would not experience vibration levels that would exceed the Federal Transit Administration's threshold for human annoyance.

BRIN-14 Please refer to Chapter 9 (Summary of Additional Air Quality and Traffic Analyses) for a discussion regarding the adequacy of trip generation rate estimates, and Chapter 10 (Text Changes) for clarifications to Section 4.12 (Transportation/Traffic). The traffic study has been reviewed and is considered adequate for the following reasons. For project traffic to impact an intersection, the intersection must have LOS "E" or "F", and the project must change the ICU value by 0.01 or more. A change of 0.01 (or 1 percent) is possible when the volume per lane is 16 vehicles per hour or more. Goldenwest Street has three through lanes in each direction at each of the subject intersections mentioned in the comment.

Therefore a contribution of more than 48 new vehicle trips could potentially result in a significant impact. The trip distribution of traffic would disperse at the next available intersection in a manner similar to the patterns shown in the traffic study report, with approximately half of the traffic continuing straight and the remaining traffic fairly evenly distributed to available turning movements.

Using this information and the project trip generation data included in the traffic study report, it is possible to evaluate the possibility of a significant project impact for each time frame evaluated in the traffic study report (AM weekday peak hour conditions, PM, weekday peak hour conditions, and weekend mid-day conditions).

The project trip generation during the AM weekday peak hour is highest in the inbound direction and therefore has the greatest potential to cause a significant impact. The total inbound project trip generation during the AM weekday peak hour is 252 vehicles per hour. Assuming that the 25 percent of project traffic entering the intersection of Goldenwest Street at Slater Avenue is distributed as 15 percent through traffic and 5 percent turning traffic from the intersection of Goldenwest Street at Warner Avenue (a conservative assumption in that some project traffic would most likely turn between intersections), only thirty-eight vehicles would be expected to travel in the potentially critical southbound lanes at Warner Avenue. This is less than the 48 trips required to have any possibility of creating a potentially significant impact. The amount of project traffic distributed from the south is less than the quantity distributed from the north. Therefore, the same conclusion applies to the intersections referenced in the comment to the south.

The PM peak hour volume is less than the AM weekday peak hour volume. Again, there is no possibility of a potential project impact at the various more distant intersections during the PM peak hour of weekday traffic for the same reason cited for the AM peak hour of weekday traffic.

As shown in the traffic study report, weekend traffic operations are substantially better than weekday peak hour traffic operations. For this reason, no impact is anticipated at more distant locations than those that were evaluated in the traffic study report.

BRIN-15 As stated on Page 1-2 of the Traffic Study, "Trip generation based on an existing senior center inherently includes the special public transportation available to senior citizens interacting with the senior center. The traffic reducing potential of more extensive public transit has not been considered in this report. Essentially the traffic projections may be 'conservative' in that more intensive public transit might be able to reduce the traffic volumes."

The Newport Beach senior center is the best possible match available for the proposed Huntington Beach Senior Center. The location of parking does not effect trip generation. Socio-economic data indicate that residents in Newport Beach are generally wealthier

than residents in Huntington Beach. Higher income is known to result in higher trip-making; therefore, the socio-economic factors also indicate this analysis is conservative.

Pedestrian access from Goldenwest will be designed to comply with ADA regulations, and the nature of the senior center surrounded by the Huntington Beach Central Park will facilitate walk access. There are residential areas directly adjacent to the park on the north and west sides. Additionally, an OCTA bus stop is located within 100 feet of the intersection of Goldenwest at Talbert.

Larry Geisse (GEIS), September 22, 2007

GEIS-1 The parking lot area of the Sports Complex was constructed over a section of a former landfill. The subsurface materials would not achieve the level of compaction needed to support a large structure such as the senior center building. Moreover, the building and supporting amenities needed for the proposed project would reduce the number of parking spaces necessary to operate the Sports Complex at full capacity.

Larry Geisse (GEIS), October 31, 2007

GEIS-2 Please refer to GEIS-1. The Draft EIR analyzed an alternative site at the northwest corner of Goldenwest and Ellis. For a summary of the alternative site analysis, please refer to HBEB-2.

Robert Haben (HABE), October 3, 2007

HABE-1 Please refer to Topical Response-3.

Patricia Kreamer (KREA), October 12, 2007

KREA-1 The commenter is concerned about the aesthetic impacts of the proposed senior center. Potential aesthetic impacts are discussed in Section 4.1 of the Draft EIR, and are identified as less than significant. A qualitative assessment of visual impacts was prepared by evaluating the existing visual setting and comparing it to visual conditions assumed to occur under the proposed project. It is important to note that an assessment of visual impacts is not a quantitative analysis, but rather qualitative and can be largely subjective. Although the proposed project would introduce a structure within an existing undeveloped area, landscaping would provide a visual transition from the developed site out towards the adjacent existing undeveloped area, and distant views of mature vegetation would remain visible beyond foreground views of the proposed development. Implementation of setbacks from Goldenwest Street and the passive recreation area would provide a spatial transition and buffer for adjacent uses. Architecture of the proposed development would be designed to complement and be compatible with existing proximate development (i.e., Central Library) and incorporate design guidelines

that would adhere to City standards. As such, the change in visual character from open space to development would not be considered an adverse significant impact.

The commenter suggests that the project could use the existing Sports Complex parking lot, and suggests an alternative site for both the senior center and the parking lot in the park next to the Verizon parking lot. While these are project-related comments and not direct comments on the content or adequacy of the Draft EIR, final project plans have not been prepared, and all comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project. In addition, the alternatives suggested by the commenter would not reduce the level of significance of environmental impacts since all impacts can be mitigated to less-than-significant levels.

KREA-2 Comment noted. Please refer to KREA-1. The commenter is correct in stating that the phrase "degrading visual character" is subjective. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. However, as discussed under Impact 4.1-2, the Draft EIR acknowledges that an assessment of whether visual character of a particular site is appealing or not is largely subjective, and the change in visual character from open space to development would not be considered an adverse significant impact.

KREA-3 Mitigation measures MM 4.1-3(a), MM 4.1-3(b), and MM 4.1-3(c) would reduce potential impacts associated with onsite lighting since the lowest levels of illumination will be required, exterior nighttime lighting would be angled downwards and away from adjacent open space areas, and lighting on site would not remain on at all times during the night. In addition, the project site is approximately 16.5 feet lower (at finish grade) in elevation than surrounding uses to the east and south, and much of the lighting from the senior center would not be directly visible to these adjacent uses. In relation to the commenter's concern about the existing ball field lights, the intensity of lighting for a ball field is much different (and far greater) than that for a one-story building.

KREA-4 As discussed under Impact 4.3-1, the potential exists for the proposed project, including increased lighting from the project site, to have a substantial adverse impact on wildlife and migratory species. However, implementation of mitigation measures MM 4.3-1(a) and 4.3-1(b) provide avoidance measures to ensure that substantial loss of avian species will not occur. In addition, as discussed under Impact 4.3-3, the project site is not considered a wildlife movement corridor as discussed in Section 4.3.5 of the Draft EIR.

KREA-5 Please refer to KREA-3. The commenter is concerned about spillover nighttime lighting. In addition to the mitigation measures provided to reduce potential impacts associated with onsite lighting, landscaping along the perimeter of the entire project site (including the parking lot) will help minimize spillover lighting.

KREA-6 The commenter is incorrect in stating that noise from the senior center operations would be coming from a hilltop, as the proposed project is not on a hilltop. As discussed under

Impact 4.9-1, noise associated with the operations of the proposed senior center, including special events (i.e., wedding receptions), would be required to adhere to the City's Noise Ordinance Exterior Noise Standards.

KREA-7 Comment noted. The commenter suggests using the Sports Complex parking lot. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

KREA-8 Comment noted. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. Presently, the proposed senior center is not proposed to be Leadership in Energy and Environmental Design (LEED) certified due to limited funding. However, design elements similar to LEED standards would be integrated into the project (e.g., installation of low-flush water devices, waterless urinals, drought-tolerant landscaping, bioswales, and roofing materials), and the proposed project would be required to conform to the energy conservation standards specified in the California Code of Regulations Title 24. As final project plans have not been prepared, all comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

Margern@aol.com (MARG), September 24, 2007

MARG-1 Please refer to Topical Response-3.

Merle Moshiri (MOSH), October 4, 2007

MOSH-1 Please refer to Topical Response-1. In addition, as provided in Chapter 3.0 (Project Description) of the Draft EIR, one of the project objectives calls for a centrally located senior center. The proposed project site meets this objective.

MOSH-2 Comment noted. The commenter does not agree with the statistics provided in the feasibility study prepared for the proposed project. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

MOSH-3 Comment noted. The commenter states that LPA did a poor job of investigating other sites provided in the feasibility study. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

MOSH-4 This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. However, the commenter is correct in stating that the ballot measure for constructing the senior center was passed by a small majority, and that the City does not have to build at the proposed location. In order to construct the project at the proposed site, the City of Huntington Beach Planning Commission would first need to certify the EIR prepared for the project, and then pending certification, they

would deliberate on the merits of whether to approve the proposed project. The project has not yet been approved. Presently, the Planning Commission is anticipated to meet on December 11, 2007 to decide upon these issues. All comments will be forwarded to decision-makers prior to their consideration of whether to approve the proposed project.

MOSH-5 Please refer to Topical Response-2.

MOSH-6 Comment noted. The commenter is in opposition to the proposed project. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. All comments will be forwarded to decision-makers prior to their consideration of whether to approve the proposed project.

Eileen Murphy (MURP), September 26, 2007

MURP-1 Comment noted. The commenter states that any of the alternatives would be preferable to the proposed project. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. All comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

MURP-2 As stated on page 4.8-9 of the DEIR, under Impact 4.8-1 of Section 4.8 (Land Use and Planning), the permitted height limit for the project site is 45 feet, with an additional 10 feet allowed for architectural projections. As the overall height of the senior center building is proposed at approximately 30 feet with architectural projections reaching up to 46 feet, the project would be consistent with the City's building requirements. No variance is required.

MURP-3 As discussed under Impact 4.1-1, the proposed project would not substantially affect existing scenic vistas. Development of the proposed project would block existing partial views of Goldenwest Street and the surface parking associated with the Sports Complex. Views from Goldenwest Street towards the project site to the west would also be altered, and long-range views of the passive recreation area would be obscured by the proposed senior center. However, the incorporation of new landscaping associated with the proposed project would provide a visual transition from the developed site out towards the adjacent passive park areas. Therefore, although the project would introduce a structure within an undeveloped area, development would not result in an adverse effect on a scenic vista.

MURP-4 The text of Impact 4.2-2 has been clarified, as shown in Chapter 10 (Text Changes) of this Final EIR. As shown in Table 4.2-4 (Estimated Peak Daily Construction Emissions in Pounds per Day) in the Draft EIR, the project would not exceed SCAQMD Thresholds, including VOC emissions. All identified city code requirements (CRs) and mitigation measures, including MM 4.2-2(a) through (e), are still required to ensure that

emission levels remain below SCAQMD Thresholds and construction emission impacts would be less than significant.

MURP-5 Based on the analysis of daily operational emissions that's been prepared utilizing the computer model recommended by the SCAQMD (URBEMIS 2007), the proposed project would not be anticipated to generate daily emissions that exceed the thresholds of significance recommended by the SCAQMD. The URBEMIS 2007 model reflects the most current on- and off-road emission factors, trip generation rates, and methodologies available. This is currently the preferred method by SCAQMD to calculate project-specific construction and operational emissions impacts. Consequently, because the analysis is in line with SCAG's recommendations, the calculations are relied upon to determine the operational emissions of the project. It would be speculative to assume that the project's emissions would exceed those presented in Table 4.2-5 and Table 4.2-6 because there would be no substantiating evidence to suggest such an increase. Therefore, for purposes of the EIR, the project would not exceed SCAQMD thresholds.

MURP-6 Mitigation measure MM 4.3-1(a) ensures that nesting habitat for protected or sensitive avian species would be protected. This mitigation measure requires construction activities to occur during non-breeding season whenever feasible. If construction does occur during breeding season, nesting surveys within 500 feet of the construction area will be conducted prior to construction or vegetation removal in accordance with CDFG protocol. As no trees are on site, it is unlikely that there would be nesting on site. However, if active nests of a sensitive species are found onsite, a 250-foot no-work buffer would be maintained between the nest and construction activity until approval of other mitigation is provided by CDFG and/or USFWS. Project construction would be stopped if active nests of sensitive avian species are found on site.

MURP-7 The mitigation measure that the commenter is referring to is MM 4.3-1(b). This mitigation measure identifies measures to prevent inadvertent impacts during construction activities, including, but not limited to, the discovery of unoccupied burrows. If unoccupied burrows are found during the non-breeding season, the City may collapse the burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows.

MURP-8 Mitigation measure MM 4.3-2 ensures that impacts to raptor foraging habitat would be mitigated at a 1:1 ratio through dedication as open space, conservation and/or enhancing areas of suitable habitat. Enhancement would include the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. As a result, impacts to raptor foraging habitat would be less than significant.

MURP-9 The turn into the parking lot of the Shipley Nature Center that the commenter refers to is not located at the intersection of Goldenwest Street and Slater Avenue. Please refer to Chapter 9 (Summary of Additional Air Quality and Traffic Analyses) for a discussion regarding the clarifications to traffic discussions in the EIR and Chapter 10 (Text

Changes) for the associated changes to Section 4.12 (Transportation/Traffic) of the Draft EIR. Mitigation measure MM 4.12-2 has been deleted as the additional analysis presented herein reflects that a significant impact would no longer occur at the intersection of Goldenwest Street and Slater Avenue. No restriping of the lane would be necessary. To address the remainder of the comment, as required by MM 4.12-4, signal modifications would be provided at the intersection of Goldenwest Street and Talbert Avenue, which would be the project access driveway. This new signal would be located south of the Shipley parking lot. MM 4.12-4 would address intersection traffic control timing and the potential sight distance issue related to the uphill grade for southbound traffic on Goldenwest Street.

MURP-10 It is not clear from this comment why mitigation measure MM 4.12-4 is not sufficient, as stated by the commenter. The commenter is concerned about traffic congestion; however, MM 4.12-4 that the commenter is referring to specifically addresses safety concerns related to exiting the project site. Since the City Transportation Manager will be responsible for determining transportation design, including signal modifications and intersection improvements, roadway hazards would be less than significant.

MURP-11 As discussed in Impact 4.11-2, development of the proposed project would not preclude nearby schools from utilizing the existing trails through Central Park for cross country training.

MURP-12 As discussed in Impact 4.12-1 of the Draft EIR, construction activities are not anticipated to result in potential adverse impacts as only minor cut and fill would occur, and thus, minimal truck trips would be associated with soil import/export activities. The proposed project would not cause a substantial increase in traffic in relation to existing traffic during construction because of minimal anticipated truck trips, and construction traffic generally occurring during off-peak traffic periods, consistent with a typical construction work day of 7 A.M. to 3 P.M.

Please refer to Chapter 9 (Summary of Additional Air Quality and Traffic Analyses) for a discussion regarding the clarifications to traffic discussions in the EIR and Chapter 10 (Text Changes) for the associated changes to Section 4.12 (Transportation/Traffic) of the Draft EIR. Mitigation measure MM 4.12-2 has been deleted as the additional analysis presented herein reflects that a significant impact would no longer occur at the intersection of Goldenwest Street and Slater Avenue. As discussed in Chapter 10 (Text Changes) of this Final EIR, operations of the proposed project would not cause an increase in traffic which is substantial in relation to existing traffic load and capacity of the street system and would not contribute to existing deficient traffic operations.

MURP-13 Mitigation measures MM 4.4-1(a), MM 4.4-1(b), MM 4.4-1(c), and MM 4.4-3 ensure protection of archaeological and paleontological resources in the event that they're discovered during construction activities. In particular, MM 4.4-1(c) requires a qualified

Native American monitor to be present during all project-related ground-disturbing construction activities.

MURP-14 As shown on Figure 4.5-3 and discussed in Impact 4.5-1 of the Draft EIR, the project site is not located within a liquefaction hazard zone. In addition, mitigation measure MM 4.5-1 ensures that design recommendations identified within the Geotechnical Evaluation prepared for the project (Appendix 6 of the Draft EIR), which included an analysis of liquefaction potential at the project site, would be implemented. Groundwater observations provided in the Geotechnical Evaluation determined that groundwater levels were recently encountered at a depth of 18 or more feet below the ground surface at the project site, and since excavation is anticipated to occur up to 10 feet in depth, development would not be located on potentially unstable soils that would result in on site settlement.

Mindy White (WHIT), October 31, 2007

WHIT-1 Comment noted. The commenter states that the existing land use is noted to be unvegetated, bare landscape due to the City's landscape department. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

WHIT-2 Please refer to HBEB-3. All comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

WHIT-3 Mitigation measures MM 4.1-3(a), MM 4.1-3(b), and MM 4.1-3(c) would reduce potential impacts associated with on-site lighting since the lowest levels of illumination will be required, exterior nighttime lighting would be angled downwards and away from adjacent open space areas, and lighting on site would not remain on at all times during the night. In addition, a sufficient number of trees in the park's picnic area and along Crestview Drive (where the nearest residences are located) provide landscaping that would serve also serve as a buffer for potential lighting impacts.

WHIT-4 Please refer to KREA-4.

WHIT-5 Comment noted. The commenter restates the conclusion of the project's significant cumulative contribution to the visual degradation of the area in terms of reducing the amount of undeveloped open space within Central Park.

WHIT-6 Please refer to MURP-5.

WHIT-7 The purpose of an EIR is to disclose all potential environmental impacts of a proposed project, and provide mitigation measures to reduce as many potentially significant impacts as possible. Therefore, Section 4.3 (Biological Resources) identifies potential adverse impacts to biological resources and provides mitigation measures to avoid such impacts. Implementation of mitigation measures MM 4.3-1(a) and 4.3-1(b) provide avoidance

measures to ensure that substantial adverse impacts to special-status species potentially occurring within the project site (burrowing owl) and migratory avian species and associated habitat will not occur, and mitigation measure MM 4.3-2 ensures the conservation of raptor foraging habitat.

WHIT-8 As discussed in Impact 4.3-2 in the Draft EIR, the conversion from a low-intensity use to an active use area is not considered substantial since existing undeveloped conditions of the project site would not remain through the majority of the designated area. Mitigation measure MM 4.3-2 initially set forth in the Central Park Master Plan EIR would ensure that impacts to raptor foraging habitat would be mitigated at a ratio of 1:1 within suitable areas, including the planting of native trees within and adjacent to conserved areas of raptor foraging habitat. Although Sully Miller Lake is one of many areas that could be used for implementation of mitigation measure MM 4.3-2, the City has yet to identify the particular site or area to be enhanced to comply with this mitigation measure. Instead, the mitigation measure requires that a suitable/comparable location be used for enhancement within and adjacent to conserved areas of raptor foraging habitat.

WHIT-9 Please refer to WHIT-7. In addition, as discussed under Impact 4.3-3, the project site is not considered a wildlife movement corridor as discussed in Section 4.3.5 of the Draft EIR.

WHIT-10 Comment noted. The commenter reiterates the conclusion of the project's significant cumulative contribution to the loss of undeveloped land and the potential removal of sensitive wildlife and habitat.

WHIT-11 Data used to evaluate potential geologic and seismic impacts of the proposed project included a preliminary geotechnical evaluation as well as a geotechnical feasibility study prepared for the proposed project. As discussed in Impact 4.5-4 and Impact 4.5-5, groundwater levels are not anticipated to impact grading and proposed improvements, and mitigation measure MM 4.5-5 ensures that development on expansive soil would not occur in a manner that would adversely affect development. All construction activities would be required to adhere to the recommendations presented in the geotechnical report and applicable building and safety codes and regulations.

WHIT-12 As discussed in Section 4.8.1 (Environmental Setting) and Impact 4.8-1, the project site has a zoning designation of OS-PR (Open Space-Parks & Recreation), which requires park and recreation facilities to be subject to Conditional Use Permits (CUPs) as approved by the Planning Commission. The commenter is correct in reiterating that implementation of the proposed project would result in a change to the Central Park Master Plan, from low to high intensity uses on site. All projects under jurisdiction of the City adhere to applicable regulatory processes, including the proposed project.

WHIT-13 Please refer to BRIN-12 and BRIN-13.

WHIT-14 Traffic at the intersection of Goldenwest and Slater is already controlled by a traffic signal. The intersection has been quantitatively analyzed and the conclusion is that there is no safety hazard. A substantial discussion of the characteristics of senior drivers and senior pedestrians has been included in Section 4 of the Traffic Study (Appendix 10 of the Draft EIR). The operations and safety have been evaluated and no significant impact has been found.

WHIT-15 Please refer to HBEB-3. All comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

11.3.5 Verbal Comments

Huntington Beach Senior Center Draft EIR Public Meeting (VERB), October 11, 2007

VERB-1 Please refer to Topical Response-2.

VERB-2 While there is currently nothing specifically proposed for the project to prevent park visitors from using the senior center parking lot, the parking lot is proposed on the east side of the project site and will not provide the most convenient access to the adjacent park. There are existing parking lots provided north, south, east, and west of the project site to serve users Central Park, including the passive recreation area west of the project site.

VERB-3 Chapter 6 (Alternatives to the Proposed Project) analyzes three potential alternatives to the proposed project and their potential impacts. These three alternatives consist of (1) the No Project/Continuation of Uses Allowed by Existing General Plan and Master Plan (Alternative 1), (2) the Reduced Project (Alternative 2), and (3) Alternative Site (Alternative 3) alternatives. Alternative 1 assumes the development level articulated in the City's Master plan of Recreation Uses for Central Park, and evaluates what could reasonably be expected to occur in the foreseeable future, based on current plans and consistent with available infrastructure and community services. Alternative 1 is identified as the environmentally superior alternative due to its reduced intensity and fewer potential environmental impacts as compared to the proposed project. However, it is also important to note that although that this alternative would reduce many of the impacts of the proposed project, it would not necessarily reduce the significance of the impacts.

Alternative 2 assumes a reduced intensity and revised configuration of the project elements on the same project site. Under this alternative, the project would be reduced by about one third, and would primarily result in impacts similar to the proposed project, but would also result in some impacts that would be less than the proposed project.

Alternative 3 assumes the same development configuration and allocation as the proposed project, only at an alternative site—the northwest corner of Ellis Avenue and

Goldenwest Street. This alternative would result in potentially greater impacts to noise and recreation that could be significant and unavoidable.

VERB-4 Comment noted. The commenter is in favor of the proposed project and said an excellent job was done on the Draft EIR. This comment does not raise any specific environmental issue.

VERB-5 Comment noted. The commenter is in favor of the proposed project and said an excellent job was done on the Draft EIR. This comment does not raise any specific environmental issue.

VERB-6 The proposed senior center is not proposed to be Leadership in Energy and Environmental Design (LEED) certified due to limited funding at this time. However, design elements similar to LEED standards will be integrated into the project (e.g., installation of low-flush water devices, waterless urinals, drought-tolerant landscaping, bioswales, and roofing materials), and the proposed project would be required to conform to the energy conservation standards specified in the California Code of Regulations Title 24.

VERB-7 Please refer to VERB-2.

VERB-8 The commenter suggested that the project may not require as many parking spaces as are proposed. As discussed under Impact 4.12-5 of Section 4.12 (Transportation/Traffic) of the Draft EIR, the City parking requirement for this use classification is determined on a case-by-case basis and is specified by the Conditional Use Permit. LPA, the consultant for the Senior Center Feasibility Study, has extensive experience designing and constructing senior centers. Based upon consultation between the City and LPA, it was determined that the appropriate criteria for the proposed project would be five parking spaces per 1,000 square feet, or 225 parking spaces. As proposed, the project would provide 227 parking spaces, as well as an additional 30 parking spaces for shuttle bus and future parking. Thus, per CEQA, the project is in conformance with the identified parking standard as it would not result in inadequate parking capacity. However, this recommendation and all other comments will be forwarded to decision-makers prior to their consideration of whether or not to approve the proposed project.

VERB-9 As shown in Figure 3-7 (Conceptual Grading and Utility Plan) and Figure 3-8 (Preliminary Landscape Plan), on- and off-site storm drains, bioswales, catch basins, and proper landscaping will provide drainage features for the project site. As discussed in Impact 4.7-2, operations of the proposed project would result in a significant change in land use and the potential for increased site runoff, including both peak runoff rates and total storm flow volumes. However, the proposed project would include flow dissipation piping to reduce runoff rates and erosive forces as stormwater leaves the project site. Although there will be an increase in impervious surfaces, mitigation measure 4.7-2 requires the preparation of a Hydrology and Hydraulic Report, as well as a Drainage Plan,

to ensure adequate site drainage and minimize erosive forces, thereby reducing potential impacts to increased on-site and off-site runoff.

VERB-10 Restrooms will be provided as part of the proposed project, and will comply with Americans with Disabilities Act (ADA) standards. However, the proposed project is not responsible for providing additional restrooms throughout the park.

VERB-11 Please refer to Topical Response-3.

VERB-12 Please refer to Topical Response-1.

VERB-13 Please refer to VERB-3. Project alternatives are thoroughly analyzed in Chapter 6 of the Draft EIR, including the Reduced Project Alternative (Alternative 2).

VERB-14 Please refer to BRIN-6. After-hour uses and functions will primarily be used to provide classes and activities for seniors, along with other public uses such as public meetings or special events.

VERB-15 Please refer to BRIN-12.

VERB-16 Please refer to BRIN-1 and BRIN-2. Mitigation measures MM 4.1-3(a) through (e) were provided in Section 4.1 (Aesthetics) to ensure that the lowest levels of illumination would be required, lighting on site would not remain at all times during the nighttime hours, and trees and barrier-type vegetation would be placed onsite to shield vehicle headlights from adjacent uses. These mitigation measures would reduce nighttime light and glare impacts to less-than-significant levels.

Please refer to BRIN-10 and BRIN-12 for a discussion of potential noise impacts and applicable mitigation measures.

VERB-17 Please refer to Topical Response-1.

VERB-18 The elevation of the parking lot would be the same as that of the senior center building. No stairs or ramps will be required to get from the parking lot to the building.

VERB-19 All features of the proposed project will comply with ADA standards—including, but not limited to, hallways, doorways, and restrooms.

VERB-20 Comment noted. The commenter is in favor of the proposed project, and supports the extended-hour use of the senior center. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

VERB-21 Please refer to VERB-20.

VERB-22 Comment noted. The commenter shared reasons as to why the Kettler School site is not a viable alternative site for the senior center. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

VERB-23 Please refer to BRIN-12.

VERB-24 The Draft EIR for the proposed project is based on preliminary/conceptual plans, so final project components have not yet been decided. Project approval is contingent upon discretionary approval from the City and other regulatory agencies. While certification of the EIR is required for project approval, certification does not guarantee project approval.

VERB-25 Comment noted. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue. Although this comment is not related to the environmental analysis in the EIR, the City currently operates a senior center as well as multiple recreation facilities throughout the City. Community Services staff has a thorough understanding of the operational aspects, including maintenance requirements, for each of these facilities. In addition, the Community Services Department does have several facilities that operate after regular business hours and has not indicated that night operations create significant operational or financial impacts.

VERB-26 Comment noted. The commenter correctly states that the project can be appealed to the City Council after the Planning Commission's public hearing. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

VERB-27 Please refer to Topical Response-1.

VERB-28 Comment noted. The commenter correctly states that any aspect of the proposed project can be modified by the City Council. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

11.3.6 Public Comment Forms (Huntington Beach Senior Center Draft EIR Public Meeting, October 11, 2007)

Tony Brine (BRIN), October 11, 2007

BRIN-1 Please refer to VERB-13 through VERB-16.

Bob Dettloff (DETT), October 11, 2007

DETT-1 Please refer to VERB-4.

John McGregor (MCGR), October 11, 2007

MCGR-1 Please refer to Topical Response-1.

Carol Settimo (SETT), October 11, 2007

SETT-1 Comment noted. The commenter is in favor of the proposed project. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

Mary Siegel (SIEG), October 11, 2007

SIEG-1 Comment noted. The commenter is in favor of the after-hour programs. This is not a direct comment on the content or adequacy of the Draft EIR, and does not raise any specific environmental issue.

Elmer Smith (SMIT), October 11, 2007

SMIT-1 Please refer to VERB-10.

SMIT-2 Please refer to Topical Response-3.

SMIT-3 Please refer to Topical Response-1.

SMIT-4 The project site is located in a low-lying area that is generally flat. The elevation of the parking lot would be the same as that of the senior center building. However, as Goldenwest Street is elevated above the site, an ADA-accessible ramp will be provided from the site to the intersection of Goldenwest Street and Talbert Avenue along the project access driveway, as well as from the OCTA bus stop located near the intersection.

SMIT-5 As discussed under Impact 4.12-5 of Section 4.12 (Transportation/Traffic) of the Draft EIR, the City parking requirement for this use classification is determined on a case-by-case basis and is specified by the Conditional Use Permit. LPA, the consultant for the Senior Center Feasibility Study, has extensive experience designing and constructing senior centers. Based upon consultation between the City and LPA, it was determined that the appropriate criteria for the proposed project would be five parking spaces per 1,000 square feet, or 225 parking spaces. As proposed, the project would provide 227 parking spaces, as well as an additional 30 parking spaces for shuttle bus and future parking. Thus, per CEQA, the project is in conformance with the identified parking standard as it would not result in inadequate parking capacity.

Appendix 3 (Revised) Construction Air Quality Data

*** ISCST3 - VERSION 02035 ***
*** D21314.00 Huntington Beach Senior Center ***
*** Model Executed on 11/17/07 at 18:29:51 ***
Input File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
ngton Beach Senior Center CO Analysis_1981_CO.DTA
Output File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
ngton Beach Senior Center CO Analysis_1981_CO.LST
Met File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\COSMESA.ASC

Number of sources - 107
Number of source groups - 1
Number of receptors - 7256

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S1	0	0.40022E-02	7.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S2	0	0.40022E-02	22.9	7.6	0.0	5.00	7.62	1.16	HROFDY
S3	0	0.40022E-02	38.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S4	0	0.40022E-02	53.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S5	0	0.40022E-02	68.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S6	0	0.40022E-02	83.8	7.6	0.0	5.00	7.62	1.16	HROFDY
S7	0	0.40022E-02	99.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S8	0	0.40022E-02	114.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S9	0	0.40022E-02	129.5	7.6	0.0	5.00	7.62	1.16	HROFDY
S10	0	0.40022E-02	7.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S11	0	0.40022E-02	22.9	22.9	0.0	5.00	7.62	1.16	HROFDY
S12	0	0.40022E-02	38.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S13	0	0.40022E-02	53.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S14	0	0.40022E-02	68.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S15	0	0.40022E-02	83.8	22.9	0.0	5.00	7.62	1.16	HROFDY
S16	0	0.40022E-02	99.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S17	0	0.40022E-02	114.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S18	0	0.40022E-02	129.5	22.9	0.0	5.00	7.62	1.16	HROFDY
S19	0	0.40022E-02	7.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S20	0	0.40022E-02	22.9	38.1	0.0	5.00	7.62	1.16	HROFDY
S21	0	0.40022E-02	38.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S22	0	0.40022E-02	53.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S23	0	0.40022E-02	68.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S24	0	0.40022E-02	83.8	38.1	0.0	5.00	7.62	1.16	HROFDY
S25	0	0.40022E-02	99.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S26	0	0.40022E-02	114.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S27	0	0.40022E-02	129.5	38.1	0.0	5.00	7.62	1.16	HROFDY
S28	0	0.40022E-02	7.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S29	0	0.40022E-02	22.9	53.3	0.0	5.00	7.62	1.16	HROFDY
S30	0	0.40022E-02	38.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S31	0	0.40022E-02	53.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S32	0	0.40022E-02	68.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S33	0	0.40022E-02	83.8	53.3	0.0	5.00	7.62	1.16	HROFDY

S34	0	0.40022E-02	99.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S35	0	0.40022E-02	114.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S36	0	0.40022E-02	129.5	53.3	0.0	5.00	7.62	1.16	HROFDY
S37	0	0.40022E-02	7.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S38	0	0.40022E-02	22.9	68.6	0.0	5.00	7.62	1.16	HROFDY
S39	0	0.40022E-02	38.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S40	0	0.40022E-02	53.3	68.6	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S41	0	0.40022E-02	68.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S42	0	0.40022E-02	83.8	68.6	0.0	5.00	7.62	1.16	HROFDY
S43	0	0.40022E-02	99.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S44	0	0.40022E-02	114.3	68.6	0.0	5.00	7.62	1.16	HROFDY
S45	0	0.40022E-02	129.5	68.6	0.0	5.00	7.62	1.16	HROFDY
S46	0	0.40022E-02	7.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S47	0	0.40022E-02	22.9	83.8	0.0	5.00	7.62	1.16	HROFDY
S48	0	0.40022E-02	38.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S49	0	0.40022E-02	53.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S50	0	0.40022E-02	68.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S51	0	0.40022E-02	83.8	83.8	0.0	5.00	7.62	1.16	HROFDY
S52	0	0.40022E-02	99.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S53	0	0.40022E-02	114.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S54	0	0.40022E-02	129.5	83.8	0.0	5.00	7.62	1.16	HROFDY
S55	0	0.40022E-02	7.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S56	0	0.40022E-02	22.9	99.1	0.0	5.00	7.62	1.16	HROFDY
S57	0	0.40022E-02	38.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S58	0	0.40022E-02	53.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S59	0	0.40022E-02	68.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S60	0	0.40022E-02	83.8	99.1	0.0	5.00	7.62	1.16	HROFDY
S61	0	0.40022E-02	99.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S62	0	0.40022E-02	114.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S63	0	0.40022E-02	129.5	99.1	0.0	5.00	7.62	1.16	HROFDY
S64	0	0.40022E-02	7.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S65	0	0.40022E-02	22.9	114.3	0.0	5.00	7.62	1.16	HROFDY
S66	0	0.40022E-02	38.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S67	0	0.40022E-02	53.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S68	0	0.40022E-02	68.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S69	0	0.40022E-02	83.8	114.3	0.0	5.00	7.62	1.16	HROFDY
S70	0	0.40022E-02	99.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S71	0	0.40022E-02	114.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S72	0	0.40022E-02	129.5	114.3	0.0	5.00	7.62	1.16	HROFDY
S73	0	0.40022E-02	7.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S74	0	0.40022E-02	22.9	129.5	0.0	5.00	7.62	1.16	HROFDY
S75	0	0.40022E-02	38.1	129.5	0.0	5.00	7.62	1.16	HROFDY
S76	0	0.40022E-02	53.3	129.5	0.0	5.00	7.62	1.16	HROFDY
S77	0	0.40022E-02	68.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S78	0	0.40022E-02	83.8	129.5	0.0	5.00	7.62	1.16	HROFDY
S79	0	0.40022E-02	99.1	129.5	0.0	5.00	7.62	1.16	HROFDY

S80	0	0.40022E-02	114.3	129.5	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S81	0	0.40022E-02	129.5	129.5	0.0	5.00	7.62	1.16	HROFDY
S82	0	0.40022E-02	68.6	144.8	0.0	5.00	7.62	1.16	HROFDY
S83	0	0.40022E-02	83.8	144.8	0.0	5.00	7.62	1.16	HROFDY
S84	0	0.40022E-02	99.1	144.8	0.0	5.00	7.62	1.16	HROFDY
S85	0	0.40022E-02	114.3	144.8	0.0	5.00	7.62	1.16	HROFDY
S86	0	0.40022E-02	129.5	144.8	0.0	5.00	7.62	1.16	HROFDY
S87	0	0.40022E-02	68.6	160.0	0.0	5.00	7.62	1.16	HROFDY
S88	0	0.40022E-02	83.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S89	0	0.40022E-02	99.1	160.0	0.0	5.00	7.62	1.16	HROFDY
S90	0	0.40022E-02	114.3	160.0	0.0	5.00	7.62	1.16	HROFDY
S91	0	0.40022E-02	129.5	160.0	0.0	5.00	7.62	1.16	HROFDY
S92	0	0.40022E-02	144.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S93	0	0.40022E-02	160.0	160.0	0.0	5.00	7.62	1.16	HROFDY
S94	0	0.40022E-02	68.6	175.3	0.0	5.00	7.62	1.16	HROFDY
S95	0	0.40022E-02	83.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S96	0	0.40022E-02	99.1	175.3	0.0	5.00	7.62	1.16	HROFDY
S97	0	0.40022E-02	114.3	175.3	0.0	5.00	7.62	1.16	HROFDY
S98	0	0.40022E-02	129.5	175.3	0.0	5.00	7.62	1.16	HROFDY
S99	0	0.40022E-02	144.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S100	0	0.40022E-02	160.0	175.3	0.0	5.00	7.62	1.16	HROFDY
S101	0	0.40022E-02	68.6	190.5	0.0	5.00	7.62	1.16	HROFDY
S102	0	0.40022E-02	83.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S103	0	0.40022E-02	99.1	190.5	0.0	5.00	7.62	1.16	HROFDY
S104	0	0.40022E-02	114.3	190.5	0.0	5.00	7.62	1.16	HROFDY
S105	0	0.40022E-02	129.5	190.5	0.0	5.00	7.62	1.16	HROFDY
S106	0	0.40022E-02	144.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S107	0	0.40022E-02	160.0	190.5	0.0	5.00	7.62	1.16	HROFDY

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
ALL	S1 , S2 , S3 , S4 , S5 , S6 , S7 , S8 , S9 , S10 , S11 , S12 ,
	S13 , S14 , S15 , S16 , S17 , S18 , S19 , S20 , S21 , S22 , S23 , S24 ,
	S25 , S26 , S27 , S28 , S29 , S30 , S31 , S32 , S33 , S34 , S35 , S36 ,
	S37 , S38 , S39 , S40 , S41 , S42 , S43 , S44 , S45 , S46 , S47 , S48 ,
	S49 , S50 , S51 , S52 , S53 , S54 , S55 , S56 , S57 , S58 , S59 , S60 ,

	S61 , S62 , S63 , S64 , S65 , S66 , S67 , S68 , S69 , S70 , S71 , S72 ,
	S73 , S74 , S75 , S76 , S77 , S78 , S79 , S80 , S81 , S82 , S83 , S84 ,
	S85 , S86 , S87 , S88 , S89 , S90 , S91 , S92 , S93 , S94 , S95 , S96 ,
	S97 , S98 , S99 , S100 , S101 , S102 , S103 , S104 , S105 , S106 , S107 ,

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN PARTS/PER/MILLION **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	0.09758	ON 81120308:	AT (125.00, 400.00, 0.00, 2.00)	DC	NA
	HIGH 2ND HIGH VALUE IS	0.09134	ON 81102208:	AT (25.00, -225.00, 0.00, 2.00)	DC	NA

*** THE SUMMARY OF HIGHEST 8-HR RESULTS ***

** CONC OF CO IN PARTS/PER/MILLION **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	0.01470	ON 81011016:	AT (25.00, -225.00, 0.00, 2.00)	DC	NA
	HIGH 2ND HIGH VALUE IS	0.01419	ON 81010716:	AT (-225.00, 75.00, 0.00, 2.00)	DC	NA

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*** ISCST3 - VERSION 02035 ***
*** D21314.00 Huntington Beach Senior Center                              ***
*** Model Executed on 11/17/07 at 19:27:03 ***
 Input File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center NO2 Analysis_1981_NO2.DTA
Output File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center NO2 Analysis_1981_NO2.LST
   Met File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\COSMESA.ASC

      Number of sources -        107
Number of source groups -          1
    Number of receptors -       7256
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S1	0	0.52528E-02	7.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S2	0	0.52528E-02	22.9	7.6	0.0	5.00	7.62	1.16	HROFDY
S3	0	0.52528E-02	38.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S4	0	0.52528E-02	53.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S5	0	0.52528E-02	68.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S6	0	0.52528E-02	83.8	7.6	0.0	5.00	7.62	1.16	HROFDY
S7	0	0.52528E-02	99.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S8	0	0.52528E-02	114.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S9	0	0.52528E-02	129.5	7.6	0.0	5.00	7.62	1.16	HROFDY
S10	0	0.52528E-02	7.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S11	0	0.52528E-02	22.9	22.9	0.0	5.00	7.62	1.16	HROFDY
S12	0	0.52528E-02	38.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S13	0	0.52528E-02	53.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S14	0	0.52528E-02	68.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S15	0	0.52528E-02	83.8	22.9	0.0	5.00	7.62	1.16	HROFDY
S16	0	0.52528E-02	99.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S17	0	0.52528E-02	114.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S18	0	0.52528E-02	129.5	22.9	0.0	5.00	7.62	1.16	HROFDY
S19	0	0.52528E-02	7.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S20	0	0.52528E-02	22.9	38.1	0.0	5.00	7.62	1.16	HROFDY
S21	0	0.52528E-02	38.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S22	0	0.52528E-02	53.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S23	0	0.52528E-02	68.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S24	0	0.52528E-02	83.8	38.1	0.0	5.00	7.62	1.16	HROFDY
S25	0	0.52528E-02	99.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S26	0	0.52528E-02	114.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S27	0	0.52528E-02	129.5	38.1	0.0	5.00	7.62	1.16	HROFDY
S28	0	0.52528E-02	7.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S29	0	0.52528E-02	22.9	53.3	0.0	5.00	7.62	1.16	HROFDY
S30	0	0.52528E-02	38.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S31	0	0.52528E-02	53.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S32	0	0.52528E-02	68.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S33	0	0.52528E-02	83.8	53.3	0.0	5.00	7.62	1.16	HROFDY

S34	0	0.52528E-02	99.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S35	0	0.52528E-02	114.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S36	0	0.52528E-02	129.5	53.3	0.0	5.00	7.62	1.16	HROFDY
S37	0	0.52528E-02	7.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S38	0	0.52528E-02	22.9	68.6	0.0	5.00	7.62	1.16	HROFDY
S39	0	0.52528E-02	38.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S40	0	0.52528E-02	53.3	68.6	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S41	0	0.52528E-02	68.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S42	0	0.52528E-02	83.8	68.6	0.0	5.00	7.62	1.16	HROFDY
S43	0	0.52528E-02	99.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S44	0	0.52528E-02	114.3	68.6	0.0	5.00	7.62	1.16	HROFDY
S45	0	0.52528E-02	129.5	68.6	0.0	5.00	7.62	1.16	HROFDY
S46	0	0.52528E-02	7.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S47	0	0.52528E-02	22.9	83.8	0.0	5.00	7.62	1.16	HROFDY
S48	0	0.52528E-02	38.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S49	0	0.52528E-02	53.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S50	0	0.52528E-02	68.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S51	0	0.52528E-02	83.8	83.8	0.0	5.00	7.62	1.16	HROFDY
S52	0	0.52528E-02	99.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S53	0	0.52528E-02	114.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S54	0	0.52528E-02	129.5	83.8	0.0	5.00	7.62	1.16	HROFDY
S55	0	0.52528E-02	7.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S56	0	0.52528E-02	22.9	99.1	0.0	5.00	7.62	1.16	HROFDY
S57	0	0.52528E-02	38.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S58	0	0.52528E-02	53.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S59	0	0.52528E-02	68.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S60	0	0.52528E-02	83.8	99.1	0.0	5.00	7.62	1.16	HROFDY
S61	0	0.52528E-02	99.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S62	0	0.52528E-02	114.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S63	0	0.52528E-02	129.5	99.1	0.0	5.00	7.62	1.16	HROFDY
S64	0	0.52528E-02	7.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S65	0	0.52528E-02	22.9	114.3	0.0	5.00	7.62	1.16	HROFDY
S66	0	0.52528E-02	38.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S67	0	0.52528E-02	53.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S68	0	0.52528E-02	68.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S69	0	0.52528E-02	83.8	114.3	0.0	5.00	7.62	1.16	HROFDY
S70	0	0.52528E-02	99.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S71	0	0.52528E-02	114.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S72	0	0.52528E-02	129.5	114.3	0.0	5.00	7.62	1.16	HROFDY
S73	0	0.52528E-02	7.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S74	0	0.52528E-02	22.9	129.5	0.0	5.00	7.62	1.16	HROFDY
S75	0	0.52528E-02	38.1	129.5	0.0	5.00	7.62	1.16	HROFDY
S76	0	0.52528E-02	53.3	129.5	0.0	5.00	7.62	1.16	HROFDY
S77	0	0.52528E-02	68.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S78	0	0.52528E-02	83.8	129.5	0.0	5.00	7.62	1.16	HROFDY
S79	0	0.52528E-02	99.1	129.5	0.0	5.00	7.62	1.16	HROFDY

S80	0	0.52528E-02	114.3	129.5	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S81	0	0.52528E-02	129.5	129.5	0.0	5.00	7.62	1.16	HROFDY
S82	0	0.52528E-02	68.6	144.8	0.0	5.00	7.62	1.16	HROFDY
S83	0	0.52528E-02	83.8	144.8	0.0	5.00	7.62	1.16	HROFDY
S84	0	0.52528E-02	99.1	144.8	0.0	5.00	7.62	1.16	HROFDY
S85	0	0.52528E-02	114.3	144.8	0.0	5.00	7.62	1.16	HROFDY
S86	0	0.52528E-02	129.5	144.8	0.0	5.00	7.62	1.16	HROFDY
S87	0	0.52528E-02	68.6	160.0	0.0	5.00	7.62	1.16	HROFDY
S88	0	0.52528E-02	83.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S89	0	0.52528E-02	99.1	160.0	0.0	5.00	7.62	1.16	HROFDY
S90	0	0.52528E-02	114.3	160.0	0.0	5.00	7.62	1.16	HROFDY
S91	0	0.52528E-02	129.5	160.0	0.0	5.00	7.62	1.16	HROFDY
S92	0	0.52528E-02	144.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S93	0	0.52528E-02	160.0	160.0	0.0	5.00	7.62	1.16	HROFDY
S94	0	0.52528E-02	68.6	175.3	0.0	5.00	7.62	1.16	HROFDY
S95	0	0.52528E-02	83.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S96	0	0.52528E-02	99.1	175.3	0.0	5.00	7.62	1.16	HROFDY
S97	0	0.52528E-02	114.3	175.3	0.0	5.00	7.62	1.16	HROFDY
S98	0	0.52528E-02	129.5	175.3	0.0	5.00	7.62	1.16	HROFDY
S99	0	0.52528E-02	144.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S100	0	0.52528E-02	160.0	175.3	0.0	5.00	7.62	1.16	HROFDY
S101	0	0.52528E-02	68.6	190.5	0.0	5.00	7.62	1.16	HROFDY
S102	0	0.52528E-02	83.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S103	0	0.52528E-02	99.1	190.5	0.0	5.00	7.62	1.16	HROFDY
S104	0	0.52528E-02	114.3	190.5	0.0	5.00	7.62	1.16	HROFDY
S105	0	0.52528E-02	129.5	190.5	0.0	5.00	7.62	1.16	HROFDY
S106	0	0.52528E-02	144.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S107	0	0.52528E-02	160.0	190.5	0.0	5.00	7.62	1.16	HROFDY

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
ALL	S1 , S2 , S3 , S4 , S5 , S6 , S7 , S8 , S9 , S10 , S11 , S12 ,
	S13 , S14 , S15 , S16 , S17 , S18 , S19 , S20 , S21 , S22 , S23 , S24 ,
	S25 , S26 , S27 , S28 , S29 , S30 , S31 , S32 , S33 , S34 , S35 , S36 ,
	S37 , S38 , S39 , S40 , S41 , S42 , S43 , S44 , S45 , S46 , S47 , S48 ,
	S49 , S50 , S51 , S52 , S53 , S54 , S55 , S56 , S57 , S58 , S59 , S60 ,

	S61 , S62 , S63 , S64 , S65 , S66 , S67 , S68 , S69 , S70 , S71 , S72 ,
	S73 , S74 , S75 , S76 , S77 , S78 , S79 , S80 , S81 , S82 , S83 , S84 ,
	S85 , S86 , S87 , S88 , S89 , S90 , S91 , S92 , S93 , S94 , S95 , S96 ,
	S97 , S98 , S99 , S100 , S101 , S102 , S103 , S104 , S105 , S106 , S107 ,

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF NO2 IN PARTS/PER/MILLION **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	0.00889	ON 81120308:	AT (125.00, 400.00, 0.00, 2.00)	DC	NA
	HIGH 2ND HIGH VALUE IS	0.00832	ON 81102208:	AT (25.00, -225.00, 0.00, 2.00)	DC	NA

```
*** ISCST3 - VERSION 02035 ***
*** D21314.00 Huntington Beach Senior Center                              ***
*** Model Executed on 11/17/07 at 16:43:00 ***
 Input File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center PM10 Analysis_1981_PM.DTA
Output File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center PM10 Analysis_1981_PM.LST
   Met File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\COSMESA.ASC

      Number of sources -        214
Number of source groups -          1
    Number of receptors -       7256
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S1	0	0.20902E-03	7.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S2	0	0.20902E-03	22.9	7.6	0.0	5.00	7.62	1.16	HROFDY
S3	0	0.20902E-03	38.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S4	0	0.20902E-03	53.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S5	0	0.20902E-03	68.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S6	0	0.20902E-03	83.8	7.6	0.0	5.00	7.62	1.16	HROFDY
S7	0	0.20902E-03	99.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S8	0	0.20902E-03	114.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S9	0	0.20902E-03	129.5	7.6	0.0	5.00	7.62	1.16	HROFDY
S10	0	0.20902E-03	7.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S11	0	0.20902E-03	22.9	22.9	0.0	5.00	7.62	1.16	HROFDY
S12	0	0.20902E-03	38.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S13	0	0.20902E-03	53.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S14	0	0.20902E-03	68.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S15	0	0.20902E-03	83.8	22.9	0.0	5.00	7.62	1.16	HROFDY
S16	0	0.20902E-03	99.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S17	0	0.20902E-03	114.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S18	0	0.20902E-03	129.5	22.9	0.0	5.00	7.62	1.16	HROFDY
S19	0	0.20902E-03	7.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S20	0	0.20902E-03	22.9	38.1	0.0	5.00	7.62	1.16	HROFDY
S21	0	0.20902E-03	38.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S22	0	0.20902E-03	53.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S23	0	0.20902E-03	68.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S24	0	0.20902E-03	83.8	38.1	0.0	5.00	7.62	1.16	HROFDY
S25	0	0.20902E-03	99.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S26	0	0.20902E-03	114.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S27	0	0.20902E-03	129.5	38.1	0.0	5.00	7.62	1.16	HROFDY
S28	0	0.20902E-03	7.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S29	0	0.20902E-03	22.9	53.3	0.0	5.00	7.62	1.16	HROFDY
S30	0	0.20902E-03	38.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S31	0	0.20902E-03	53.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S32	0	0.20902E-03	68.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S33	0	0.20902E-03	83.8	53.3	0.0	5.00	7.62	1.16	HROFDY

S34	0	0.20902E-03	99.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S35	0	0.20902E-03	114.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S36	0	0.20902E-03	129.5	53.3	0.0	5.00	7.62	1.16	HROFDY
S37	0	0.20902E-03	7.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S38	0	0.20902E-03	22.9	68.6	0.0	5.00	7.62	1.16	HROFDY
S39	0	0.20902E-03	38.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S40	0	0.20902E-03	53.3	68.6	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S41	0	0.20902E-03	68.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S42	0	0.20902E-03	83.8	68.6	0.0	5.00	7.62	1.16	HROFDY
S43	0	0.20902E-03	99.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S44	0	0.20902E-03	114.3	68.6	0.0	5.00	7.62	1.16	HROFDY
S45	0	0.20902E-03	129.5	68.6	0.0	5.00	7.62	1.16	HROFDY
S46	0	0.20902E-03	7.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S47	0	0.20902E-03	22.9	83.8	0.0	5.00	7.62	1.16	HROFDY
S48	0	0.20902E-03	38.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S49	0	0.20902E-03	53.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S50	0	0.20902E-03	68.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S51	0	0.20902E-03	83.8	83.8	0.0	5.00	7.62	1.16	HROFDY
S52	0	0.20902E-03	99.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S53	0	0.20902E-03	114.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S54	0	0.20902E-03	129.5	83.8	0.0	5.00	7.62	1.16	HROFDY
S55	0	0.20902E-03	7.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S56	0	0.20902E-03	22.9	99.1	0.0	5.00	7.62	1.16	HROFDY
S57	0	0.20902E-03	38.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S58	0	0.20902E-03	53.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S59	0	0.20902E-03	68.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S60	0	0.20902E-03	83.8	99.1	0.0	5.00	7.62	1.16	HROFDY
S61	0	0.20902E-03	99.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S62	0	0.20902E-03	114.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S63	0	0.20902E-03	129.5	99.1	0.0	5.00	7.62	1.16	HROFDY
S64	0	0.20902E-03	7.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S65	0	0.20902E-03	22.9	114.3	0.0	5.00	7.62	1.16	HROFDY
S66	0	0.20902E-03	38.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S67	0	0.20902E-03	53.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S68	0	0.20902E-03	68.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S69	0	0.20902E-03	83.8	114.3	0.0	5.00	7.62	1.16	HROFDY
S70	0	0.20902E-03	99.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S71	0	0.20902E-03	114.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S72	0	0.20902E-03	129.5	114.3	0.0	5.00	7.62	1.16	HROFDY
S73	0	0.20902E-03	7.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S74	0	0.20902E-03	22.9	129.5	0.0	5.00	7.62	1.16	HROFDY
S75	0	0.20902E-03	38.1	129.5	0.0	5.00	7.62	1.16	HROFDY
S76	0	0.20902E-03	53.3	129.5	0.0	5.00	7.62	1.16	HROFDY
S77	0	0.20902E-03	68.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S78	0	0.20902E-03	83.8	129.5	0.0	5.00	7.62	1.16	HROFDY
S79	0	0.20902E-03	99.1	129.5	0.0	5.00	7.62	1.16	HROFDY

S80	0	0.20902E-03	114.3	129.5	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S81	0	0.20902E-03	129.5	129.5	0.0	5.00	7.62	1.16	HROFDY
S82	0	0.20902E-03	68.6	144.8	0.0	5.00	7.62	1.16	HROFDY
S83	0	0.20902E-03	83.8	144.8	0.0	5.00	7.62	1.16	HROFDY
S84	0	0.20902E-03	99.1	144.8	0.0	5.00	7.62	1.16	HROFDY
S85	0	0.20902E-03	114.3	144.8	0.0	5.00	7.62	1.16	HROFDY
S86	0	0.20902E-03	129.5	144.8	0.0	5.00	7.62	1.16	HROFDY
S87	0	0.20902E-03	68.6	160.0	0.0	5.00	7.62	1.16	HROFDY
S88	0	0.20902E-03	83.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S89	0	0.20902E-03	99.1	160.0	0.0	5.00	7.62	1.16	HROFDY
S90	0	0.20902E-03	114.3	160.0	0.0	5.00	7.62	1.16	HROFDY
S91	0	0.20902E-03	129.5	160.0	0.0	5.00	7.62	1.16	HROFDY
S92	0	0.20902E-03	144.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S93	0	0.20902E-03	160.0	160.0	0.0	5.00	7.62	1.16	HROFDY
S94	0	0.20902E-03	68.6	175.3	0.0	5.00	7.62	1.16	HROFDY
S95	0	0.20902E-03	83.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S96	0	0.20902E-03	99.1	175.3	0.0	5.00	7.62	1.16	HROFDY
S97	0	0.20902E-03	114.3	175.3	0.0	5.00	7.62	1.16	HROFDY
S98	0	0.20902E-03	129.5	175.3	0.0	5.00	7.62	1.16	HROFDY
S99	0	0.20902E-03	144.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S100	0	0.20902E-03	160.0	175.3	0.0	5.00	7.62	1.16	HROFDY
S101	0	0.20902E-03	68.6	190.5	0.0	5.00	7.62	1.16	HROFDY
S102	0	0.20902E-03	83.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S103	0	0.20902E-03	99.1	190.5	0.0	5.00	7.62	1.16	HROFDY
S104	0	0.20902E-03	114.3	190.5	0.0	5.00	7.62	1.16	HROFDY
S105	0	0.20902E-03	129.5	190.5	0.0	5.00	7.62	1.16	HROFDY
S106	0	0.20902E-03	144.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S107	0	0.20902E-03	160.0	190.5	0.0	5.00	7.62	1.16	HROFDY
F1	0	0.38138E-02	7.6	7.6	0.0	1.00	7.62	1.13	HROFDY
F2	0	0.38138E-02	22.9	7.6	0.0	1.00	7.62	1.13	HROFDY
F3	0	0.38138E-02	38.1	7.6	0.0	1.00	7.62	1.13	HROFDY
F4	0	0.38138E-02	53.3	7.6	0.0	1.00	7.62	1.13	HROFDY
F5	0	0.38138E-02	68.6	7.6	0.0	1.00	7.62	1.13	HROFDY
F6	0	0.38138E-02	83.8	7.6	0.0	1.00	7.62	1.13	HROFDY
F7	0	0.38138E-02	99.1	7.6	0.0	1.00	7.62	1.13	HROFDY
F8	0	0.38138E-02	114.3	7.6	0.0	1.00	7.62	1.13	HROFDY
F9	0	0.38138E-02	129.5	7.6	0.0	1.00	7.62	1.13	HROFDY
F10	0	0.38138E-02	7.6	22.9	0.0	1.00	7.62	1.13	HROFDY
F11	0	0.38138E-02	22.9	22.9	0.0	1.00	7.62	1.13	HROFDY
F12	0	0.38138E-02	38.1	22.9	0.0	1.00	7.62	1.13	HROFDY
F13	0	0.38138E-02	53.3	22.9	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

NUMBER EMISSION RATE BASE RELEASE INIT. INIT. EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SCALAR VARY BY
F14	0	0.38138E-02	68.6	22.9	0.0	1.00	7.62	1.13	HROFDY
F15	0	0.38138E-02	83.8	22.9	0.0	1.00	7.62	1.13	HROFDY
F16	0	0.38138E-02	99.1	22.9	0.0	1.00	7.62	1.13	HROFDY
F17	0	0.38138E-02	114.3	22.9	0.0	1.00	7.62	1.13	HROFDY
F18	0	0.38138E-02	129.5	22.9	0.0	1.00	7.62	1.13	HROFDY
F19	0	0.38138E-02	7.6	38.1	0.0	1.00	7.62	1.13	HROFDY
F20	0	0.38138E-02	22.9	38.1	0.0	1.00	7.62	1.13	HROFDY
F21	0	0.38138E-02	38.1	38.1	0.0	1.00	7.62	1.13	HROFDY
F22	0	0.38138E-02	53.3	38.1	0.0	1.00	7.62	1.13	HROFDY
F23	0	0.38138E-02	68.6	38.1	0.0	1.00	7.62	1.13	HROFDY
F24	0	0.38138E-02	83.8	38.1	0.0	1.00	7.62	1.13	HROFDY
F25	0	0.38138E-02	99.1	38.1	0.0	1.00	7.62	1.13	HROFDY
F26	0	0.38138E-02	114.3	38.1	0.0	1.00	7.62	1.13	HROFDY
F27	0	0.38138E-02	129.5	38.1	0.0	1.00	7.62	1.13	HROFDY
F28	0	0.38138E-02	7.6	53.3	0.0	1.00	7.62	1.13	HROFDY
F29	0	0.38138E-02	22.9	53.3	0.0	1.00	7.62	1.13	HROFDY
F30	0	0.38138E-02	38.1	53.3	0.0	1.00	7.62	1.13	HROFDY
F31	0	0.38138E-02	53.3	53.3	0.0	1.00	7.62	1.13	HROFDY
F32	0	0.38138E-02	68.6	53.3	0.0	1.00	7.62	1.13	HROFDY
F33	0	0.38138E-02	83.8	53.3	0.0	1.00	7.62	1.13	HROFDY
F34	0	0.38138E-02	99.1	53.3	0.0	1.00	7.62	1.13	HROFDY
F35	0	0.38138E-02	114.3	53.3	0.0	1.00	7.62	1.13	HROFDY
F36	0	0.38138E-02	129.5	53.3	0.0	1.00	7.62	1.13	HROFDY
F37	0	0.38138E-02	7.6	68.6	0.0	1.00	7.62	1.13	HROFDY
F38	0	0.38138E-02	22.9	68.6	0.0	1.00	7.62	1.13	HROFDY
F39	0	0.38138E-02	38.1	68.6	0.0	1.00	7.62	1.13	HROFDY
F40	0	0.38138E-02	53.3	68.6	0.0	1.00	7.62	1.13	HROFDY
F41	0	0.38138E-02	68.6	68.6	0.0	1.00	7.62	1.13	HROFDY
F42	0	0.38138E-02	83.8	68.6	0.0	1.00	7.62	1.13	HROFDY
F43	0	0.38138E-02	99.1	68.6	0.0	1.00	7.62	1.13	HROFDY
F44	0	0.38138E-02	114.3	68.6	0.0	1.00	7.62	1.13	HROFDY
F45	0	0.38138E-02	129.5	68.6	0.0	1.00	7.62	1.13	HROFDY
F46	0	0.38138E-02	7.6	83.8	0.0	1.00	7.62	1.13	HROFDY
F47	0	0.38138E-02	22.9	83.8	0.0	1.00	7.62	1.13	HROFDY
F48	0	0.38138E-02	38.1	83.8	0.0	1.00	7.62	1.13	HROFDY
F49	0	0.38138E-02	53.3	83.8	0.0	1.00	7.62	1.13	HROFDY
F50	0	0.38138E-02	68.6	83.8	0.0	1.00	7.62	1.13	HROFDY
F51	0	0.38138E-02	83.8	83.8	0.0	1.00	7.62	1.13	HROFDY
F52	0	0.38138E-02	99.1	83.8	0.0	1.00	7.62	1.13	HROFDY
F53	0	0.38138E-02	114.3	83.8	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
F54	0	0.38138E-02	129.5	83.8	0.0	1.00	7.62	1.13	HROFDY
F55	0	0.38138E-02	7.6	99.1	0.0	1.00	7.62	1.13	HROFDY

F56	0	0.38138E-02	22.9	99.1	0.0	1.00	7.62	1.13	HROFDY
F57	0	0.38138E-02	38.1	99.1	0.0	1.00	7.62	1.13	HROFDY
F58	0	0.38138E-02	53.3	99.1	0.0	1.00	7.62	1.13	HROFDY
F59	0	0.38138E-02	68.6	99.1	0.0	1.00	7.62	1.13	HROFDY
F60	0	0.38138E-02	83.8	99.1	0.0	1.00	7.62	1.13	HROFDY
F61	0	0.38138E-02	99.1	99.1	0.0	1.00	7.62	1.13	HROFDY
F62	0	0.38138E-02	114.3	99.1	0.0	1.00	7.62	1.13	HROFDY
F63	0	0.38138E-02	129.5	99.1	0.0	1.00	7.62	1.13	HROFDY
F64	0	0.38138E-02	7.6	114.3	0.0	1.00	7.62	1.13	HROFDY
F65	0	0.38138E-02	22.9	114.3	0.0	1.00	7.62	1.13	HROFDY
F66	0	0.38138E-02	38.1	114.3	0.0	1.00	7.62	1.13	HROFDY
F67	0	0.38138E-02	53.3	114.3	0.0	1.00	7.62	1.13	HROFDY
F68	0	0.38138E-02	68.6	114.3	0.0	1.00	7.62	1.13	HROFDY
F69	0	0.38138E-02	83.8	114.3	0.0	1.00	7.62	1.13	HROFDY
F70	0	0.38138E-02	99.1	114.3	0.0	1.00	7.62	1.13	HROFDY
F71	0	0.38138E-02	114.3	114.3	0.0	1.00	7.62	1.13	HROFDY
F72	0	0.38138E-02	129.5	114.3	0.0	1.00	7.62	1.13	HROFDY
F73	0	0.38138E-02	7.6	129.5	0.0	1.00	7.62	1.13	HROFDY
F74	0	0.38138E-02	22.9	129.5	0.0	1.00	7.62	1.13	HROFDY
F75	0	0.38138E-02	38.1	129.5	0.0	1.00	7.62	1.13	HROFDY
F76	0	0.38138E-02	53.3	129.5	0.0	1.00	7.62	1.13	HROFDY
F77	0	0.38138E-02	68.6	129.5	0.0	1.00	7.62	1.13	HROFDY
F78	0	0.38138E-02	83.8	129.5	0.0	1.00	7.62	1.13	HROFDY
F79	0	0.38138E-02	99.1	129.5	0.0	1.00	7.62	1.13	HROFDY
F80	0	0.38138E-02	114.3	129.5	0.0	1.00	7.62	1.13	HROFDY
F81	0	0.38138E-02	129.5	129.5	0.0	1.00	7.62	1.13	HROFDY
F82	0	0.38138E-02	68.6	144.8	0.0	1.00	7.62	1.13	HROFDY
F83	0	0.38138E-02	83.8	144.8	0.0	1.00	7.62	1.13	HROFDY
F84	0	0.38138E-02	99.1	144.8	0.0	1.00	7.62	1.13	HROFDY
F85	0	0.38138E-02	114.3	144.8	0.0	1.00	7.62	1.13	HROFDY
F86	0	0.38138E-02	129.5	144.8	0.0	1.00	7.62	1.13	HROFDY
F87	0	0.38138E-02	68.6	160.0	0.0	1.00	7.62	1.13	HROFDY
F88	0	0.38138E-02	83.8	160.0	0.0	1.00	7.62	1.13	HROFDY
F89	0	0.38138E-02	99.1	160.0	0.0	1.00	7.62	1.13	HROFDY
F90	0	0.38138E-02	114.3	160.0	0.0	1.00	7.62	1.13	HROFDY
F91	0	0.38138E-02	129.5	160.0	0.0	1.00	7.62	1.13	HROFDY
F92	0	0.38138E-02	144.8	160.0	0.0	1.00	7.62	1.13	HROFDY
F93	0	0.38138E-02	160.0	160.0	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
F94	0	0.38138E-02	68.6	175.3	0.0	1.00	7.62	1.13	HROFDY
F95	0	0.38138E-02	83.8	175.3	0.0	1.00	7.62	1.13	HROFDY
F96	0	0.38138E-02	99.1	175.3	0.0	1.00	7.62	1.13	HROFDY
F97	0	0.38138E-02	114.3	175.3	0.0	1.00	7.62	1.13	HROFDY
F98	0	0.38138E-02	129.5	175.3	0.0	1.00	7.62	1.13	HROFDY
F99	0	0.38138E-02	144.8	175.3	0.0	1.00	7.62	1.13	HROFDY
F100	0	0.38138E-02	160.0	175.3	0.0	1.00	7.62	1.13	HROFDY
F101	0	0.38138E-02	68.6	190.5	0.0	1.00	7.62	1.13	HROFDY

F102	0	0.38138E-02	83.8	190.5	0.0	1.00	7.62	1.13	HROFDY
F103	0	0.38138E-02	99.1	190.5	0.0	1.00	7.62	1.13	HROFDY
F104	0	0.38138E-02	114.3	190.5	0.0	1.00	7.62	1.13	HROFDY
F105	0	0.38138E-02	129.5	190.5	0.0	1.00	7.62	1.13	HROFDY
F106	0	0.38138E-02	144.8	190.5	0.0	1.00	7.62	1.13	HROFDY
F107	0	0.38138E-02	160.0	190.5	0.0	1.00	7.62	1.13	HROFDY

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
ALL	S1 , S2 , S3 , S4 , S5 , S6 , S7 , S8 , S9 , S10 , S11 , S12 ,
	S13 , S14 , S15 , S16 , S17 , S18 , S19 , S20 , S21 , S22 , S23 , S24 ,
	S25 , S26 , S27 , S28 , S29 , S30 , S31 , S32 , S33 , S34 , S35 , S36 ,
	S37 , S38 , S39 , S40 , S41 , S42 , S43 , S44 , S45 , S46 , S47 , S48 ,
	S49 , S50 , S51 , S52 , S53 , S54 , S55 , S56 , S57 , S58 , S59 , S60 ,
	S61 , S62 , S63 , S64 , S65 , S66 , S67 , S68 , S69 , S70 , S71 , S72 ,
	S73 , S74 , S75 , S76 , S77 , S78 , S79 , S80 , S81 , S82 , S83 , S84 ,
	S85 , S86 , S87 , S88 , S89 , S90 , S91 , S92 , S93 , S94 , S95 , S96 ,
	S97 , S98 , S99 , S100 , S101 , S102 , S103 , S104 , S105 , S106 , S107 , F1 ,
	F2 , F3 , F4 , F5 , F6 , F7 , F8 , F9 , F10 , F11 , F12 , F13 ,
	F14 , F15 , F16 , F17 , F18 , F19 , F20 , F21 , F22 , F23 , F24 , F25 ,
	F26 , F27 , F28 , F29 , F30 , F31 , F32 , F33 , F34 , F35 , F36 , F37 ,
	F38 , F39 , F40 , F41 , F42 , F43 , F44 , F45 , F46 , F47 , F48 , F49 ,
	F50 , F51 , F52 , F53 , F54 , F55 , F56 , F57 , F58 , F59 , F60 , F61 ,
	F62 , F63 , F64 , F65 , F66 , F67 , F68 , F69 , F70 , F71 , F72 , F73 ,
	F74 , F75 , F76 , F77 , F78 , F79 , F80 , F81 , F82 , F83 , F84 , F85 ,
	F86 , F87 , F88 , F89 , F90 , F91 , F92 , F93 , F94 , F95 , F96 , F97 ,
	F98 , F99 , F100 , F101 , F102 , F103 , F104 , F105 , F106 , F107 ,

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	9.44568	ON 81011524:	AT (-225.00, 75.00, 0.00, 2.00)	DC	NA
	HIGH 2ND HIGH VALUE IS	8.85703	ON 81122624:	AT (-225.00, 50.00, 0.00, 2.00)	DC	NA

```
*** ISCST3 - VERSION 02035 ***
*** D21314.00 Huntington Beach Senior Center                              ***
*** Model Executed on 11/17/07 at 17:34:08 ***
 Input File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center PM25 Analysis_1981_PM.DTA
Output File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\D21314.00 Hunti
              ngton Beach Senior Center PM25 Analysis_1981_PM.LST
   Met File - P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\Dispersion\COSMESA.ASC

      Number of sources -        214
Number of source groups -          1
    Number of receptors -       7256
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*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S1	0	0.19135E-03	7.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S2	0	0.19135E-03	22.9	7.6	0.0	5.00	7.62	1.16	HROFDY
S3	0	0.19135E-03	38.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S4	0	0.19135E-03	53.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S5	0	0.19135E-03	68.6	7.6	0.0	5.00	7.62	1.16	HROFDY
S6	0	0.19135E-03	83.8	7.6	0.0	5.00	7.62	1.16	HROFDY
S7	0	0.19135E-03	99.1	7.6	0.0	5.00	7.62	1.16	HROFDY
S8	0	0.19135E-03	114.3	7.6	0.0	5.00	7.62	1.16	HROFDY
S9	0	0.19135E-03	129.5	7.6	0.0	5.00	7.62	1.16	HROFDY
S10	0	0.19135E-03	7.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S11	0	0.19135E-03	22.9	22.9	0.0	5.00	7.62	1.16	HROFDY
S12	0	0.19135E-03	38.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S13	0	0.19135E-03	53.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S14	0	0.19135E-03	68.6	22.9	0.0	5.00	7.62	1.16	HROFDY
S15	0	0.19135E-03	83.8	22.9	0.0	5.00	7.62	1.16	HROFDY
S16	0	0.19135E-03	99.1	22.9	0.0	5.00	7.62	1.16	HROFDY
S17	0	0.19135E-03	114.3	22.9	0.0	5.00	7.62	1.16	HROFDY
S18	0	0.19135E-03	129.5	22.9	0.0	5.00	7.62	1.16	HROFDY
S19	0	0.19135E-03	7.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S20	0	0.19135E-03	22.9	38.1	0.0	5.00	7.62	1.16	HROFDY
S21	0	0.19135E-03	38.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S22	0	0.19135E-03	53.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S23	0	0.19135E-03	68.6	38.1	0.0	5.00	7.62	1.16	HROFDY
S24	0	0.19135E-03	83.8	38.1	0.0	5.00	7.62	1.16	HROFDY
S25	0	0.19135E-03	99.1	38.1	0.0	5.00	7.62	1.16	HROFDY
S26	0	0.19135E-03	114.3	38.1	0.0	5.00	7.62	1.16	HROFDY
S27	0	0.19135E-03	129.5	38.1	0.0	5.00	7.62	1.16	HROFDY
S28	0	0.19135E-03	7.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S29	0	0.19135E-03	22.9	53.3	0.0	5.00	7.62	1.16	HROFDY
S30	0	0.19135E-03	38.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S31	0	0.19135E-03	53.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S32	0	0.19135E-03	68.6	53.3	0.0	5.00	7.62	1.16	HROFDY
S33	0	0.19135E-03	83.8	53.3	0.0	5.00	7.62	1.16	HROFDY

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S34	0	0.19135E-03	99.1	53.3	0.0	5.00	7.62	1.16	HROFDY
S35	0	0.19135E-03	114.3	53.3	0.0	5.00	7.62	1.16	HROFDY
S36	0	0.19135E-03	129.5	53.3	0.0	5.00	7.62	1.16	HROFDY
S37	0	0.19135E-03	7.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S38	0	0.19135E-03	22.9	68.6	0.0	5.00	7.62	1.16	HROFDY
S39	0	0.19135E-03	38.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S40	0	0.19135E-03	53.3	68.6	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S41	0	0.19135E-03	68.6	68.6	0.0	5.00	7.62	1.16	HROFDY
S42	0	0.19135E-03	83.8	68.6	0.0	5.00	7.62	1.16	HROFDY
S43	0	0.19135E-03	99.1	68.6	0.0	5.00	7.62	1.16	HROFDY
S44	0	0.19135E-03	114.3	68.6	0.0	5.00	7.62	1.16	HROFDY
S45	0	0.19135E-03	129.5	68.6	0.0	5.00	7.62	1.16	HROFDY
S46	0	0.19135E-03	7.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S47	0	0.19135E-03	22.9	83.8	0.0	5.00	7.62	1.16	HROFDY
S48	0	0.19135E-03	38.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S49	0	0.19135E-03	53.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S50	0	0.19135E-03	68.6	83.8	0.0	5.00	7.62	1.16	HROFDY
S51	0	0.19135E-03	83.8	83.8	0.0	5.00	7.62	1.16	HROFDY
S52	0	0.19135E-03	99.1	83.8	0.0	5.00	7.62	1.16	HROFDY
S53	0	0.19135E-03	114.3	83.8	0.0	5.00	7.62	1.16	HROFDY
S54	0	0.19135E-03	129.5	83.8	0.0	5.00	7.62	1.16	HROFDY
S55	0	0.19135E-03	7.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S56	0	0.19135E-03	22.9	99.1	0.0	5.00	7.62	1.16	HROFDY
S57	0	0.19135E-03	38.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S58	0	0.19135E-03	53.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S59	0	0.19135E-03	68.6	99.1	0.0	5.00	7.62	1.16	HROFDY
S60	0	0.19135E-03	83.8	99.1	0.0	5.00	7.62	1.16	HROFDY
S61	0	0.19135E-03	99.1	99.1	0.0	5.00	7.62	1.16	HROFDY
S62	0	0.19135E-03	114.3	99.1	0.0	5.00	7.62	1.16	HROFDY
S63	0	0.19135E-03	129.5	99.1	0.0	5.00	7.62	1.16	HROFDY
S64	0	0.19135E-03	7.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S65	0	0.19135E-03	22.9	114.3	0.0	5.00	7.62	1.16	HROFDY
S66	0	0.19135E-03	38.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S67	0	0.19135E-03	53.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S68	0	0.19135E-03	68.6	114.3	0.0	5.00	7.62	1.16	HROFDY
S69	0	0.19135E-03	83.8	114.3	0.0	5.00	7.62	1.16	HROFDY
S70	0	0.19135E-03	99.1	114.3	0.0	5.00	7.62	1.16	HROFDY
S71	0	0.19135E-03	114.3	114.3	0.0	5.00	7.62	1.16	HROFDY
S72	0	0.19135E-03	129.5	114.3	0.0	5.00	7.62	1.16	HROFDY
S73	0	0.19135E-03	7.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S74	0	0.19135E-03	22.9	129.5	0.0	5.00	7.62	1.16	HROFDY
S75	0	0.19135E-03	38.1	129.5	0.0	5.00	7.62	1.16	HROFDY
S76	0	0.19135E-03	53.3	129.5	0.0	5.00	7.62	1.16	HROFDY
S77	0	0.19135E-03	68.6	129.5	0.0	5.00	7.62	1.16	HROFDY
S78	0	0.19135E-03	83.8	129.5	0.0	5.00	7.62	1.16	HROFDY
S79	0	0.19135E-03	99.1	129.5	0.0	5.00	7.62	1.16	HROFDY

S80	0	0.19135E-03	114.3	129.5	0.0	5.00	7.62	1.16	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
S81	0	0.19135E-03	129.5	129.5	0.0	5.00	7.62	1.16	HROFDY
S82	0	0.19135E-03	68.6	144.8	0.0	5.00	7.62	1.16	HROFDY
S83	0	0.19135E-03	83.8	144.8	0.0	5.00	7.62	1.16	HROFDY
S84	0	0.19135E-03	99.1	144.8	0.0	5.00	7.62	1.16	HROFDY
S85	0	0.19135E-03	114.3	144.8	0.0	5.00	7.62	1.16	HROFDY
S86	0	0.19135E-03	129.5	144.8	0.0	5.00	7.62	1.16	HROFDY
S87	0	0.19135E-03	68.6	160.0	0.0	5.00	7.62	1.16	HROFDY
S88	0	0.19135E-03	83.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S89	0	0.19135E-03	99.1	160.0	0.0	5.00	7.62	1.16	HROFDY
S90	0	0.19135E-03	114.3	160.0	0.0	5.00	7.62	1.16	HROFDY
S91	0	0.19135E-03	129.5	160.0	0.0	5.00	7.62	1.16	HROFDY
S92	0	0.19135E-03	144.8	160.0	0.0	5.00	7.62	1.16	HROFDY
S93	0	0.19135E-03	160.0	160.0	0.0	5.00	7.62	1.16	HROFDY
S94	0	0.19135E-03	68.6	175.3	0.0	5.00	7.62	1.16	HROFDY
S95	0	0.19135E-03	83.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S96	0	0.19135E-03	99.1	175.3	0.0	5.00	7.62	1.16	HROFDY
S97	0	0.19135E-03	114.3	175.3	0.0	5.00	7.62	1.16	HROFDY
S98	0	0.19135E-03	129.5	175.3	0.0	5.00	7.62	1.16	HROFDY
S99	0	0.19135E-03	144.8	175.3	0.0	5.00	7.62	1.16	HROFDY
S100	0	0.19135E-03	160.0	175.3	0.0	5.00	7.62	1.16	HROFDY
S101	0	0.19135E-03	68.6	190.5	0.0	5.00	7.62	1.16	HROFDY
S102	0	0.19135E-03	83.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S103	0	0.19135E-03	99.1	190.5	0.0	5.00	7.62	1.16	HROFDY
S104	0	0.19135E-03	114.3	190.5	0.0	5.00	7.62	1.16	HROFDY
S105	0	0.19135E-03	129.5	190.5	0.0	5.00	7.62	1.16	HROFDY
S106	0	0.19135E-03	144.8	190.5	0.0	5.00	7.62	1.16	HROFDY
S107	0	0.19135E-03	160.0	190.5	0.0	5.00	7.62	1.16	HROFDY
F1	0	0.79632E-03	7.6	7.6	0.0	1.00	7.62	1.13	HROFDY
F2	0	0.79632E-03	22.9	7.6	0.0	1.00	7.62	1.13	HROFDY
F3	0	0.79632E-03	38.1	7.6	0.0	1.00	7.62	1.13	HROFDY
F4	0	0.79632E-03	53.3	7.6	0.0	1.00	7.62	1.13	HROFDY
F5	0	0.79632E-03	68.6	7.6	0.0	1.00	7.62	1.13	HROFDY
F6	0	0.79632E-03	83.8	7.6	0.0	1.00	7.62	1.13	HROFDY
F7	0	0.79632E-03	99.1	7.6	0.0	1.00	7.62	1.13	HROFDY
F8	0	0.79632E-03	114.3	7.6	0.0	1.00	7.62	1.13	HROFDY
F9	0	0.79632E-03	129.5	7.6	0.0	1.00	7.62	1.13	HROFDY
F10	0	0.79632E-03	7.6	22.9	0.0	1.00	7.62	1.13	HROFDY
F11	0	0.79632E-03	22.9	22.9	0.0	1.00	7.62	1.13	HROFDY
F12	0	0.79632E-03	38.1	22.9	0.0	1.00	7.62	1.13	HROFDY
F13	0	0.79632E-03	53.3	22.9	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

NUMBER EMISSION RATE BASE RELEASE INIT. INIT. EMISSION RATE

SOURCE ID	PART. CATS.	(GRAMS/SEC)	X (METERS)	Y (METERS)	ELEV. (METERS)	HEIGHT (METERS)	SY (METERS)	SZ (METERS)	SCALAR VARY BY
F14	0	0.79632E-03	68.6	22.9	0.0	1.00	7.62	1.13	HROFDY
F15	0	0.79632E-03	83.8	22.9	0.0	1.00	7.62	1.13	HROFDY
F16	0	0.79632E-03	99.1	22.9	0.0	1.00	7.62	1.13	HROFDY
F17	0	0.79632E-03	114.3	22.9	0.0	1.00	7.62	1.13	HROFDY
F18	0	0.79632E-03	129.5	22.9	0.0	1.00	7.62	1.13	HROFDY
F19	0	0.79632E-03	7.6	38.1	0.0	1.00	7.62	1.13	HROFDY
F20	0	0.79632E-03	22.9	38.1	0.0	1.00	7.62	1.13	HROFDY
F21	0	0.79632E-03	38.1	38.1	0.0	1.00	7.62	1.13	HROFDY
F22	0	0.79632E-03	53.3	38.1	0.0	1.00	7.62	1.13	HROFDY
F23	0	0.79632E-03	68.6	38.1	0.0	1.00	7.62	1.13	HROFDY
F24	0	0.79632E-03	83.8	38.1	0.0	1.00	7.62	1.13	HROFDY
F25	0	0.79632E-03	99.1	38.1	0.0	1.00	7.62	1.13	HROFDY
F26	0	0.79632E-03	114.3	38.1	0.0	1.00	7.62	1.13	HROFDY
F27	0	0.79632E-03	129.5	38.1	0.0	1.00	7.62	1.13	HROFDY
F28	0	0.79632E-03	7.6	53.3	0.0	1.00	7.62	1.13	HROFDY
F29	0	0.79632E-03	22.9	53.3	0.0	1.00	7.62	1.13	HROFDY
F30	0	0.79632E-03	38.1	53.3	0.0	1.00	7.62	1.13	HROFDY
F31	0	0.79632E-03	53.3	53.3	0.0	1.00	7.62	1.13	HROFDY
F32	0	0.79632E-03	68.6	53.3	0.0	1.00	7.62	1.13	HROFDY
F33	0	0.79632E-03	83.8	53.3	0.0	1.00	7.62	1.13	HROFDY
F34	0	0.79632E-03	99.1	53.3	0.0	1.00	7.62	1.13	HROFDY
F35	0	0.79632E-03	114.3	53.3	0.0	1.00	7.62	1.13	HROFDY
F36	0	0.79632E-03	129.5	53.3	0.0	1.00	7.62	1.13	HROFDY
F37	0	0.79632E-03	7.6	68.6	0.0	1.00	7.62	1.13	HROFDY
F38	0	0.79632E-03	22.9	68.6	0.0	1.00	7.62	1.13	HROFDY
F39	0	0.79632E-03	38.1	68.6	0.0	1.00	7.62	1.13	HROFDY
F40	0	0.79632E-03	53.3	68.6	0.0	1.00	7.62	1.13	HROFDY
F41	0	0.79632E-03	68.6	68.6	0.0	1.00	7.62	1.13	HROFDY
F42	0	0.79632E-03	83.8	68.6	0.0	1.00	7.62	1.13	HROFDY
F43	0	0.79632E-03	99.1	68.6	0.0	1.00	7.62	1.13	HROFDY
F44	0	0.79632E-03	114.3	68.6	0.0	1.00	7.62	1.13	HROFDY
F45	0	0.79632E-03	129.5	68.6	0.0	1.00	7.62	1.13	HROFDY
F46	0	0.79632E-03	7.6	83.8	0.0	1.00	7.62	1.13	HROFDY
F47	0	0.79632E-03	22.9	83.8	0.0	1.00	7.62	1.13	HROFDY
F48	0	0.79632E-03	38.1	83.8	0.0	1.00	7.62	1.13	HROFDY
F49	0	0.79632E-03	53.3	83.8	0.0	1.00	7.62	1.13	HROFDY
F50	0	0.79632E-03	68.6	83.8	0.0	1.00	7.62	1.13	HROFDY
F51	0	0.79632E-03	83.8	83.8	0.0	1.00	7.62	1.13	HROFDY
F52	0	0.79632E-03	99.1	83.8	0.0	1.00	7.62	1.13	HROFDY
F53	0	0.79632E-03	114.3	83.8	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
F54	0	0.79632E-03	129.5	83.8	0.0	1.00	7.62	1.13	HROFDY
F55	0	0.79632E-03	7.6	99.1	0.0	1.00	7.62	1.13	HROFDY

F56	0	0.79632E-03	22.9	99.1	0.0	1.00	7.62	1.13	HROFDY
F57	0	0.79632E-03	38.1	99.1	0.0	1.00	7.62	1.13	HROFDY
F58	0	0.79632E-03	53.3	99.1	0.0	1.00	7.62	1.13	HROFDY
F59	0	0.79632E-03	68.6	99.1	0.0	1.00	7.62	1.13	HROFDY
F60	0	0.79632E-03	83.8	99.1	0.0	1.00	7.62	1.13	HROFDY
F61	0	0.79632E-03	99.1	99.1	0.0	1.00	7.62	1.13	HROFDY
F62	0	0.79632E-03	114.3	99.1	0.0	1.00	7.62	1.13	HROFDY
F63	0	0.79632E-03	129.5	99.1	0.0	1.00	7.62	1.13	HROFDY
F64	0	0.79632E-03	7.6	114.3	0.0	1.00	7.62	1.13	HROFDY
F65	0	0.79632E-03	22.9	114.3	0.0	1.00	7.62	1.13	HROFDY
F66	0	0.79632E-03	38.1	114.3	0.0	1.00	7.62	1.13	HROFDY
F67	0	0.79632E-03	53.3	114.3	0.0	1.00	7.62	1.13	HROFDY
F68	0	0.79632E-03	68.6	114.3	0.0	1.00	7.62	1.13	HROFDY
F69	0	0.79632E-03	83.8	114.3	0.0	1.00	7.62	1.13	HROFDY
F70	0	0.79632E-03	99.1	114.3	0.0	1.00	7.62	1.13	HROFDY
F71	0	0.79632E-03	114.3	114.3	0.0	1.00	7.62	1.13	HROFDY
F72	0	0.79632E-03	129.5	114.3	0.0	1.00	7.62	1.13	HROFDY
F73	0	0.79632E-03	7.6	129.5	0.0	1.00	7.62	1.13	HROFDY
F74	0	0.79632E-03	22.9	129.5	0.0	1.00	7.62	1.13	HROFDY
F75	0	0.79632E-03	38.1	129.5	0.0	1.00	7.62	1.13	HROFDY
F76	0	0.79632E-03	53.3	129.5	0.0	1.00	7.62	1.13	HROFDY
F77	0	0.79632E-03	68.6	129.5	0.0	1.00	7.62	1.13	HROFDY
F78	0	0.79632E-03	83.8	129.5	0.0	1.00	7.62	1.13	HROFDY
F79	0	0.79632E-03	99.1	129.5	0.0	1.00	7.62	1.13	HROFDY
F80	0	0.79632E-03	114.3	129.5	0.0	1.00	7.62	1.13	HROFDY
F81	0	0.79632E-03	129.5	129.5	0.0	1.00	7.62	1.13	HROFDY
F82	0	0.79632E-03	68.6	144.8	0.0	1.00	7.62	1.13	HROFDY
F83	0	0.79632E-03	83.8	144.8	0.0	1.00	7.62	1.13	HROFDY
F84	0	0.79632E-03	99.1	144.8	0.0	1.00	7.62	1.13	HROFDY
F85	0	0.79632E-03	114.3	144.8	0.0	1.00	7.62	1.13	HROFDY
F86	0	0.79632E-03	129.5	144.8	0.0	1.00	7.62	1.13	HROFDY
F87	0	0.79632E-03	68.6	160.0	0.0	1.00	7.62	1.13	HROFDY
F88	0	0.79632E-03	83.8	160.0	0.0	1.00	7.62	1.13	HROFDY
F89	0	0.79632E-03	99.1	160.0	0.0	1.00	7.62	1.13	HROFDY
F90	0	0.79632E-03	114.3	160.0	0.0	1.00	7.62	1.13	HROFDY
F91	0	0.79632E-03	129.5	160.0	0.0	1.00	7.62	1.13	HROFDY
F92	0	0.79632E-03	144.8	160.0	0.0	1.00	7.62	1.13	HROFDY
F93	0	0.79632E-03	160.0	160.0	0.0	1.00	7.62	1.13	HROFDY

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
F94	0	0.79632E-03	68.6	175.3	0.0	1.00	7.62	1.13	HROFDY
F95	0	0.79632E-03	83.8	175.3	0.0	1.00	7.62	1.13	HROFDY
F96	0	0.79632E-03	99.1	175.3	0.0	1.00	7.62	1.13	HROFDY
F97	0	0.79632E-03	114.3	175.3	0.0	1.00	7.62	1.13	HROFDY
F98	0	0.79632E-03	129.5	175.3	0.0	1.00	7.62	1.13	HROFDY
F99	0	0.79632E-03	144.8	175.3	0.0	1.00	7.62	1.13	HROFDY
F100	0	0.79632E-03	160.0	175.3	0.0	1.00	7.62	1.13	HROFDY
F101	0	0.79632E-03	68.6	190.5	0.0	1.00	7.62	1.13	HROFDY

F102	0	0.79632E-03	83.8	190.5	0.0	1.00	7.62	1.13	HROFDY
F103	0	0.79632E-03	99.1	190.5	0.0	1.00	7.62	1.13	HROFDY
F104	0	0.79632E-03	114.3	190.5	0.0	1.00	7.62	1.13	HROFDY
F105	0	0.79632E-03	129.5	190.5	0.0	1.00	7.62	1.13	HROFDY
F106	0	0.79632E-03	144.8	190.5	0.0	1.00	7.62	1.13	HROFDY
F107	0	0.79632E-03	160.0	190.5	0.0	1.00	7.62	1.13	HROFDY

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
ALL	S1 , S2 , S3 , S4 , S5 , S6 , S7 , S8 , S9 , S10 , S11 , S12 ,
	S13 , S14 , S15 , S16 , S17 , S18 , S19 , S20 , S21 , S22 , S23 , S24 ,
	S25 , S26 , S27 , S28 , S29 , S30 , S31 , S32 , S33 , S34 , S35 , S36 ,
	S37 , S38 , S39 , S40 , S41 , S42 , S43 , S44 , S45 , S46 , S47 , S48 ,
	S49 , S50 , S51 , S52 , S53 , S54 , S55 , S56 , S57 , S58 , S59 , S60 ,
	S61 , S62 , S63 , S64 , S65 , S66 , S67 , S68 , S69 , S70 , S71 , S72 ,
	S73 , S74 , S75 , S76 , S77 , S78 , S79 , S80 , S81 , S82 , S83 , S84 ,
	S85 , S86 , S87 , S88 , S89 , S90 , S91 , S92 , S93 , S94 , S95 , S96 ,
	S97 , S98 , S99 , S100 , S101 , S102 , S103 , S104 , S105 , S106 , S107 , F1 ,
	F2 , F3 , F4 , F5 , F6 , F7 , F8 , F9 , F10 , F11 , F12 , F13 ,
	F14 , F15 , F16 , F17 , F18 , F19 , F20 , F21 , F22 , F23 , F24 , F25 ,
	F26 , F27 , F28 , F29 , F30 , F31 , F32 , F33 , F34 , F35 , F36 , F37 ,
	F38 , F39 , F40 , F41 , F42 , F43 , F44 , F45 , F46 , F47 , F48 , F49 ,
	F50 , F51 , F52 , F53 , F54 , F55 , F56 , F57 , F58 , F59 , F60 , F61 ,
	F62 , F63 , F64 , F65 , F66 , F67 , F68 , F69 , F70 , F71 , F72 , F73 ,
	F74 , F75 , F76 , F77 , F78 , F79 , F80 , F81 , F82 , F83 , F84 , F85 ,
	F86 , F87 , F88 , F89 , F90 , F91 , F92 , F93 , F94 , F95 , F96 , F97 ,
	F98 , F99 , F100 , F101 , F102 , F103 , F104 , F105 , F106 , F107 ,

*** THE SUMMARY OF HIGHEST 24-HR RESULTS ***

** CONC OF PM IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)	OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	2.31130	ON 81011524:	AT (-225.00, 75.00, 0.00, 2.00)	DC	NA
	HIGH 2ND HIGH VALUE IS	2.16656	ON 81122624:	AT (-225.00, 50.00, 0.00, 2.00)	DC	NA

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Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\D21314.00 Huntington Beach Senior Center - Construction.urb9

Project Name: D21314.00 Huntington Beach Senior Center - Construction

Project Location: Orange County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
2008 TOTALS (lbs/day mitigated)	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
2009 TOTALS (lbs/day unmitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92
2009 TOTALS (lbs/day mitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading 10/01/2008-12/15/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 12/16/2008-12/31/2008 Active Days: 12	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading 12/16/2008-12/31/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 1/2/2009-1/15/2009 Active Days: 10	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching 01/02/2009-01/15/2009	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
Time Slice 1/16/2009-9/16/2009 Active Days: 174	4.01	18.05	14.95	**0.00**	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building 01/16/2009-09/16/2009	4.01	18.05	14.95	0.00	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.04	0.52	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	92.21
Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52

Time Slice 9/17/2009-10/16/2009 Active Days: 22	**43.83**	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Phase Assumptions

Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

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Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 1/2/2009 - 1/15/2009 - Default Trenching Description

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 10/19/2009 - 11/18/2009 - Paving

Acres to be Paved: 1.62

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/16/2009 - 9/16/2009 - Building Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/17/2009 - 10/16/2009 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Mass Grading 10/01/2008-12/15/2008	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Mass Grading Dust	0.00	0.00	0.00	0.00	25.91	0.00	25.91	5.41	0.00	5.41	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55

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Time Slice 12/16/2008-12/31/2008 Active Days: 12	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Fine Grading 12/16/2008-12/31/2008	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Fine Grading Dust	0.00	0.00	0.00	0.00	25.91	0.00	25.91	5.41	0.00	5.41	0.00
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 1/2/2009-1/15/2009 Active Days: 10	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching 01/02/2009-01/15/2009	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
Time Slice 1/16/2009-9/16/2009 Active Days: 174	4.01	18.05	14.95	**0.00**	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building 01/16/2009-09/16/2009	4.01	18.05	14.95	0.00	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.04	0.52	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	92.21
Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52
Time Slice 9/17/2009-10/16/2009 Active Days: 22	**43.83**	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66

Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\D21314.00 Huntington Beach Senior Center - Construction.urb9

Project Name: D21314.00 Huntington Beach Senior Center - Construction

Project Location: Orange County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
2008 TOTALS (lbs/day mitigated)	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
2009 TOTALS (lbs/day unmitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92
2009 TOTALS (lbs/day mitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading 10/01/2008-12/15/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 12/16/2008-12/31/2008 Active Days: 12	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading 12/16/2008-12/31/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 1/2/2009-1/15/2009 Active Days: 10	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching 01/02/2009-01/15/2009	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
Time Slice 1/16/2009-9/16/2009 Active Days: 174	4.01	18.05	14.95	**0.00**	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building 01/16/2009-09/16/2009	4.01	18.05	14.95	0.00	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.04	0.52	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	92.21
Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52

Time Slice 9/17/2009-10/16/2009 Active Days: 22	**43.83**	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Phase Assumptions

Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

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Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 1/2/2009 - 1/15/2009 - Default Trenching Description

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 10/19/2009 - 11/18/2009 - Paving

Acres to be Paved: 1.62

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/16/2009 - 9/16/2009 - Building Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

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3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/17/2009 - 10/16/2009 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Mass Grading 10/01/2008-12/15/2008	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Mass Grading Dust	0.00	0.00	0.00	0.00	25.91	0.00	25.91	5.41	0.00	5.41	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55

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Time Slice 12/16/2008-12/31/2008 Active Days: 12	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Fine Grading 12/16/2008-12/31/2008	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
Fine Grading Dust	0.00	0.00	0.00	0.00	25.91	0.00	25.91	5.41	0.00	5.41	0.00
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 1/2/2009-1/15/2009 Active Days: 10	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching 01/02/2009-01/15/2009	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
Time Slice 1/16/2009-9/16/2009 Active Days: 174	4.01	18.05	14.95	**0.00**	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building 01/16/2009-09/16/2009	4.01	18.05	14.95	0.00	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.04	0.52	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	92.21
Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52
Time Slice 9/17/2009-10/16/2009 Active Days: 22	**43.83**	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66

Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Users\D21200.00+\D21314.00 HB Senior Center\Air Quality Data\D21314.00 Huntington Beach Senior Center - Construction.urb9

Project Name: D21314.00 Huntington Beach Senior Center - Construction

Project Location: Orange County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
2008 TOTALS (lbs/day mitigated)	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
2009 TOTALS (lbs/day unmitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92
2009 TOTALS (lbs/day mitigated)	43.83	18.96	14.95	0.00	0.02	1.50	1.51	0.01	1.38	1.38	2,071.92

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading 10/01/2008-12/15/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Mass Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 12/16/2008-12/31/2008 Active Days: 12	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading 12/16/2008-12/31/2008	3.35	28.07	14.69	0.00	50.01	1.41	51.42	10.44	1.30	11.75	2,371.86
Fine Grading Dust	0.00	0.00	0.00	0.00	50.00	0.00	50.00	10.44	0.00	10.44	0.00
Fine Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
Time Slice 1/2/2009-1/15/2009 Active Days: 10	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching 01/02/2009-01/15/2009	2.21	18.96	9.38	0.00	0.01	0.93	0.94	0.00	0.86	0.86	1,839.12
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
Time Slice 1/16/2009-9/16/2009 Active Days: 174	4.01	18.05	14.95	**0.00**	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building 01/16/2009-09/16/2009	4.01	18.05	14.95	0.00	0.02	1.31	1.33	0.01	1.20	1.21	2,071.92
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17	1,621.20
Building Vendor Trips	0.04	0.52	0.40	0.00	0.00	0.02	0.02	0.00	0.02	0.02	92.21
Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52

Time Slice 9/17/2009-10/16/2009 Active Days: 22	**43.83**	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Phase Assumptions

Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 6.5

Maximum Daily Acreage Disturbed: 5

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Fugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 1/2/2009 - 1/15/2009 - Default Trenching Description

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 10/19/2009 - 11/18/2009 - Paving

Acres to be Paved: 1.62

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/16/2009 - 9/16/2009 - Building Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/17/2009 - 10/16/2009 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 10/1/2008-12/15/2008 Active Days: 54	3.35	28.07	14.69	0.00	25.91	1.41	27.33	5.41	1.30	6.71	2,371.86
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Mass Grading Dust	0.00	0.00	0.00	0.00	25.91	0.00	25.91	5.41	0.00	5.41	0.00
Mass Grading Off Road Diesel	3.31	28.00	13.56	0.00	0.00	1.41	1.41	0.00	1.30	1.30	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55

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Fine Grading Worker Trips	0.04	0.07	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.55
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Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86	1,714.64
Trenching Worker Trips	0.03	0.06	1.06	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.48
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Building Worker Trips	0.10	0.18	3.05	0.00	0.02	0.01	0.03	0.01	0.01	0.01	358.52
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Coating 09/17/2009-10/16/2009	43.83	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66
Architectural Coating	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.66

Time Slice 10/19/2009-11/18/2009 Active Days: 23	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Asphalt 10/19/2009-11/18/2009	3.12	17.81	11.70	0.00	0.02	1.50	1.51	0.01	1.38	1.38	1,628.17
Paving Off-Gas	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.81	16.83	9.27	0.00	0.00	1.46	1.46	0.00	1.34	1.34	1,272.04
Paving On Road Diesel	0.06	0.85	0.31	0.00	0.00	0.03	0.04	0.00	0.03	0.03	107.16
Paving Worker Trips	0.07	0.13	2.12	0.00	0.01	0.01	0.02	0.00	0.01	0.01	248.97

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 12/16/2008 - 12/31/2008 - Default Fine Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 10/1/2008 - 12/15/2008 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Appendix 10 (Revised) Traffic Data

URBAN CROSSROADS
41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

December 10, 2007

Ms. TJ Nathan
PBS&J
12301 Wilshire Boulevard, Suite 430
Los Angeles, CA 90025

Subject: **AM Peak Hour (Revised Trip Generation) Supplemental Analysis**

Dear Ms. Nathan:

Based upon project team discussions, it has been determined that the trip generation in the traffic analysis may not accurately represent the proposed senior center project. The earliest opening of the senior center is governed by the voter approval of the senior center (at 8:00 AM); therefore it is unlikely that significant traffic will enter the site prior to 8:00 AM. This differs from the site surveyed for the analysis, which opens before 8:00 AM and hosts breakfast meetings during the early morning hours.

This supplemental analysis therefore considers the potential impacts of the project under a revised AM peak hour project trip generation scenario. Revising the trip generation only affects the findings of the traffic study / environmental analysis with respect to the intersection of Goldenwest Street at Slater Avenue.

With the opening of the senior center at 8 AM, the Community Center meetings occurring prior to the start of the business day will not occur, therefore in the morning peak, the future senior center is expected to operate in a manner similar to the existing Rodgers Senior Center. The maximum attendance during the AM peak hour is currently 84 persons at the Rodgers Senior Center. The proposed project is approximately three times larger, so the projected use in the morning is approximately 252 persons. Though

we do not expect each individual to arrive via single occupant vehicle, a conservative analysis includes trip generation of 252 entering vehicles. It is expected that the majority of entering vehicles will remain on-site at least one hour (e.g. attending a morning class or social event), by which time the morning peak commute period will be over. This supplemental analysis makes the conservative assumption that 25% of the arriving vehicles will depart during the peak hour of adjacent street traffic. This results in 63 exiting vehicles (to incorporate drop-offs, etc.) in this analysis. Table 1 compares the resulting trip generation with the trip generation from the traffic study. As shown in Table 1, the traffic is more heavily oriented inbound, and is slightly lower overall than the trip generation used in the traffic study.

The published traffic study report indicated that the Interim Year (2012) With Project conditions analysis results in a significant project impact at the intersection during the Weekday AM peak hour only, with an overall intersection capacity utilization (ICU) value of 0.908 and a project contribution of .026. The City standards allow for level of service (LOS) "D" or better as acceptable (an ICU, once rounded to two digits, of less than .91). Therefore, the published traffic study concludes that a potential significant impact may occur (an ICU greater than .905 and a project contribution in excess of .01 is considered to be cumulatively significant).

Attachment A to this letter is a revised Weekday AM peak hour Interim Year (2012) With Project conditions analysis worksheets for each intersection analysis location with the revised trip generation. As shown on the worksheet for the intersection of Goldenwest Street at Slater Avenue, the resulting ICU value (using the revised AM peak trip generation) is 0.903 which rounds to .90 (LOS "D"). This is an acceptable level of service per City standards. Therefore, no significant project impact is anticipated during the Weekday AM peak hour for Interim Year (2012) With Project conditions. All other intersections will operate at LOS "A" during the AM peak hour for 2012 with project conditions.

SUMMARY AND CONCLUSIONS

Based upon the revised trip generation, no project impact is anticipated at the intersection of Goldenwest Street at Slater Avenue. The revision does not affect the findings or conclusions of the traffic study with respect to other intersections or analysis time frames. Urban Crossroads, Inc. is pleased to provide this supplemental analysis for the subject project. Please feel free to call us at (949) 660-1994 if you have any further questions.

Sincerely,

Carleton Waters, P.E.
Principal

Marlie Whiteman, P.E.
Senior Associate

JN:04540-07

xc: Mr. Robert Stachelski, CITY OF HUNTINGTON BEACH

Attachment

TABLE 1

TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS[1]	AM PEAK HOUR		
			IN	OUT	TOTAL
Senior Center (from Traffic Study)	45	TSF	60	274	334
Senior Center (from existing)	45	TSF	252	63	315
Difference	-	-	192	-211	-19
Percent Difference	-	-	320%	-77%	-6%

[1] TSF = Thousand Square Feet

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ATTACHMENT A

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #1 Goldenwest St. (NS) / Slater Av. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903 (.90)
Loss Time (sec): 5 (Y+R=5.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

****

Street Name:	Goldenwest St.						Slater Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	82	937	73	288	774	38	78	833	137	33	470	146
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	91	1035	81	318	855	42	86	920	151	36	519	161
Added Vol:	9	16	6	0	63	0	0	0	38	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1051	87	318	918	42	86	920	189	61	519	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1051	87	318	918	42	86	920	189	61	519	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1051	87	318	918	42	86	920	189	61	519	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1051	87	318	918	42	86	920	189	61	519	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.05	0.20	0.19	0.03	0.05	0.29	0.12	0.04	0.16	0.10
Crit Moves:		****		****				****		****		

****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Goldenwest St. (NS) / Talbert Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	10 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Talbert Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	0	1023	35	58	1010	0	0	0	0	13	0	36
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1129	39	64	1115	0	0	0	0	14	0	40
Added Vol:	113	0	0	0	0	126	32	3	28	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1129	39	64	1115	126	32	3	28	14	13	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1129	39	64	1115	126	32	3	28	14	13	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1129	39	64	1115	126	32	3	28	14	13	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1129	39	64	1115	126	32	3	28	14	13	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.70	0.30	1.00	0.10	0.90	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4313	487	1600	155	1445	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.02	0.04	0.26	0.26	0.02	0.02	0.02	0.01	0.01	0.02
Crit Moves:	****				****		****					****

HUNTINGTON BEACH SENIOR CENTER TRAFFIC IMPACT ANALYSIS (JN 4540)
2012 Interim Year With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Goldenwest St. (NS) / Ellis Av. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	5 (Y+R=5.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Goldenwest St.						Ellis Av.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	1 0 2	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	50 1013		71	95	833	21	42	175	80	31	80	85
Growth Adj:	1.10 1.10		1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	55 1118		78	105	920	23	46	193	88	34	88	94
Added Vol:	0 50		0	13	13	3	13	0	0	0	0	50
PasserByVol:	0 0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	55 1168		78	118	933	26	59	193	88	34	88	144
User Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55 1168		78	118	933	26	59	193	88	34	88	144
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55 1168		78	118	933	26	59	193	88	34	88	144
PCE Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55 1168		78	118	933	26	59	193	88	34	88	144
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600 4800		1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03 0.24		0.05	0.07	0.19	0.02	0.04	0.06	0.06	0.02	0.06	0.09
Crit Moves:	****			****			****					****